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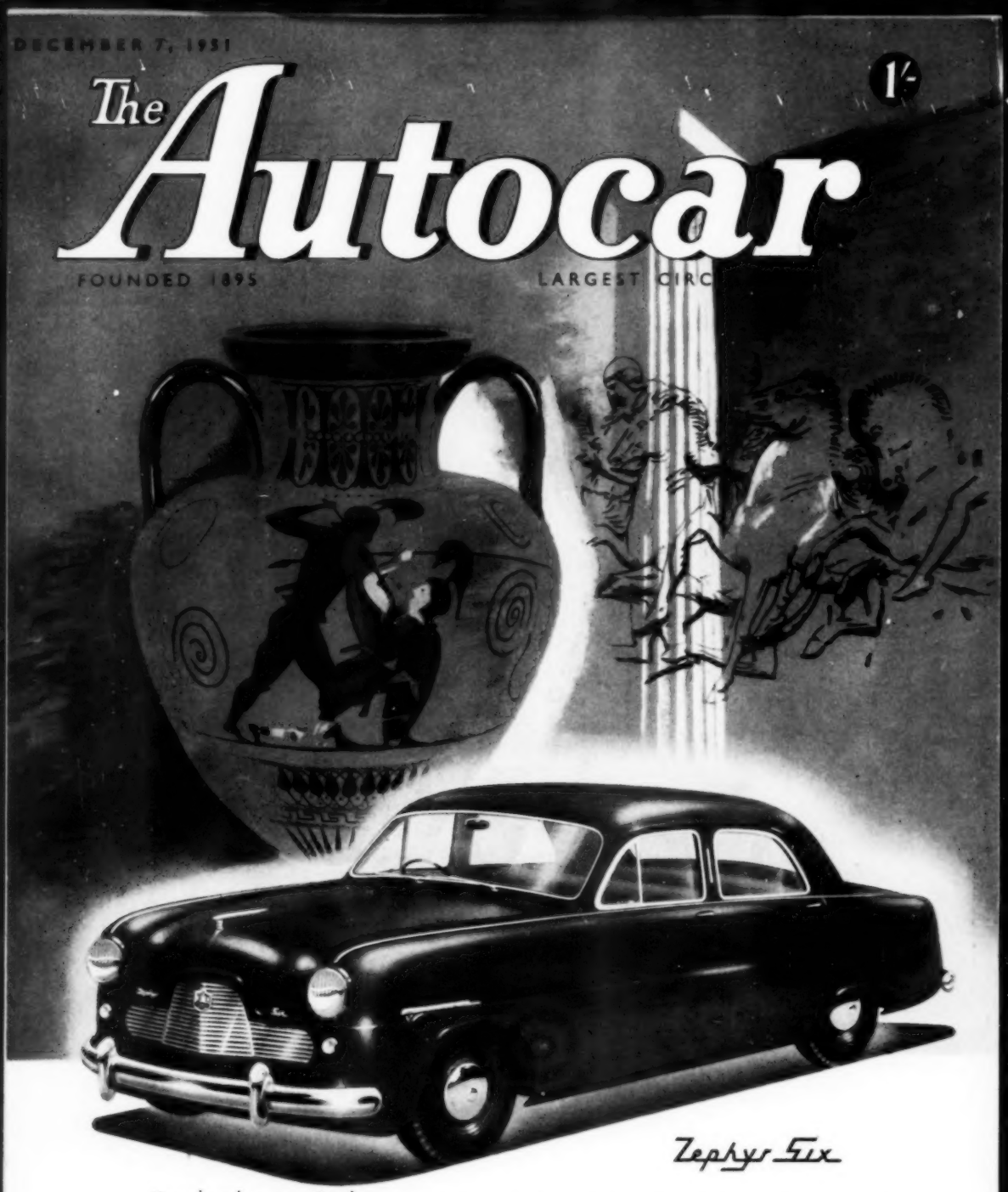

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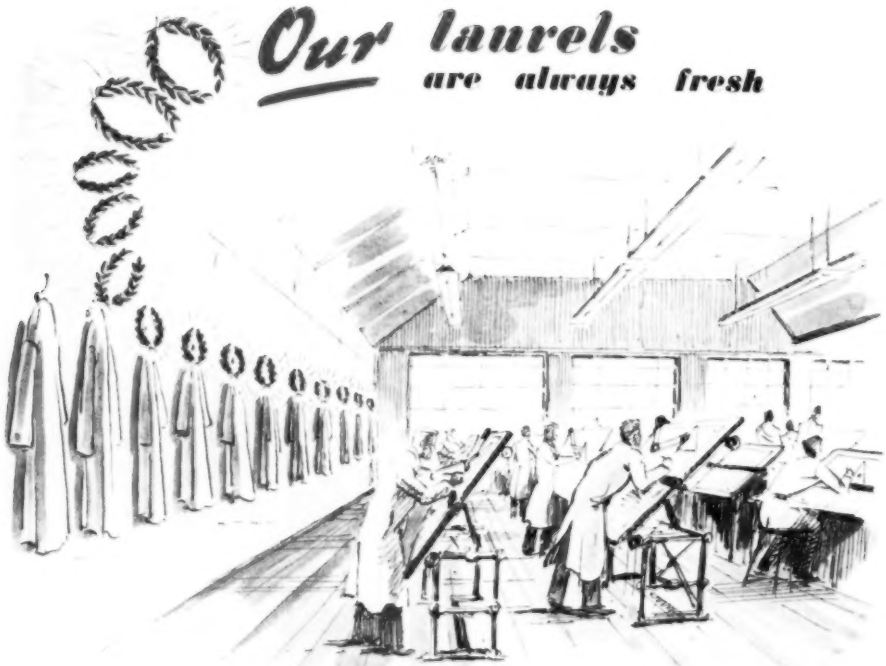

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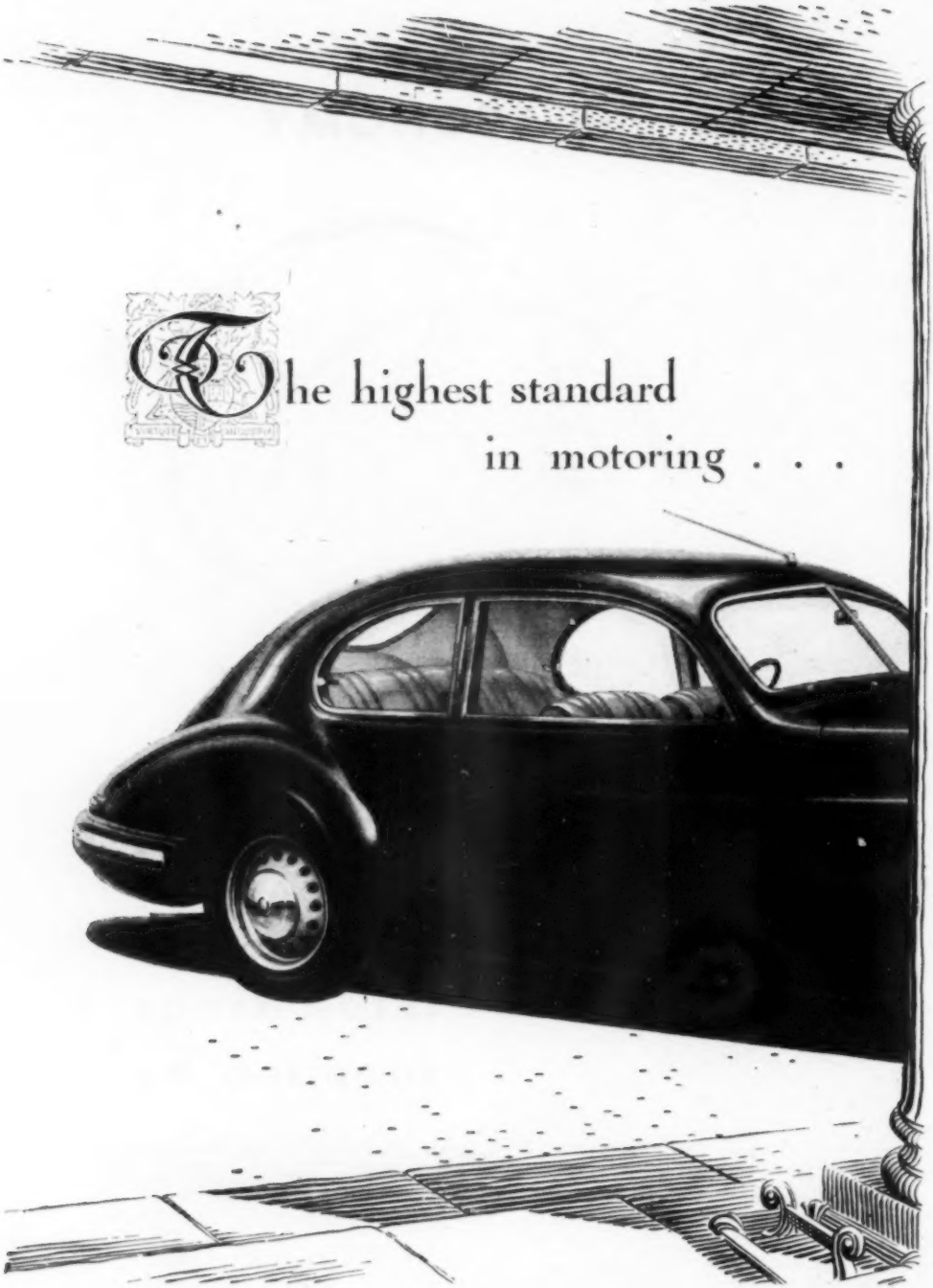
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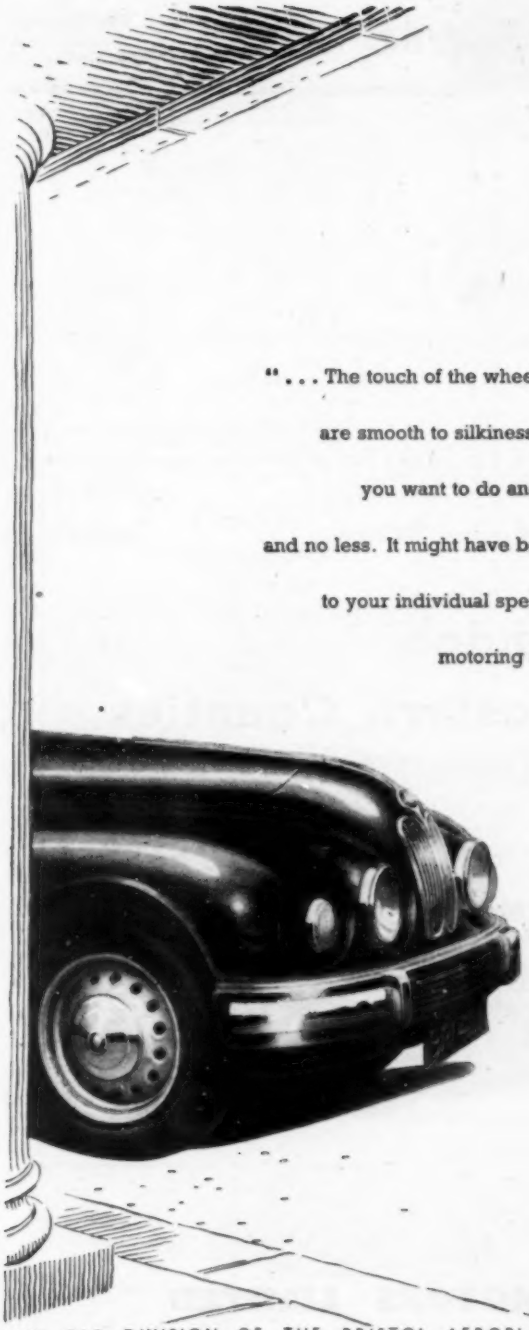

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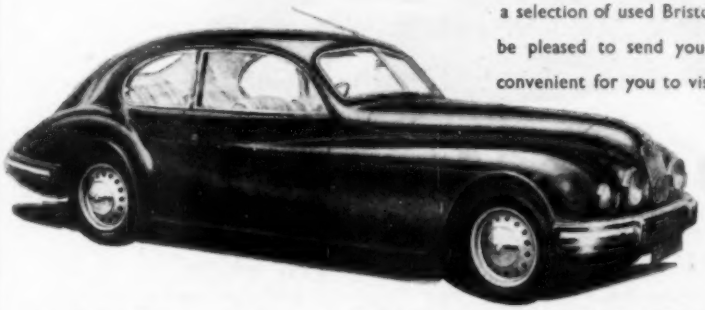

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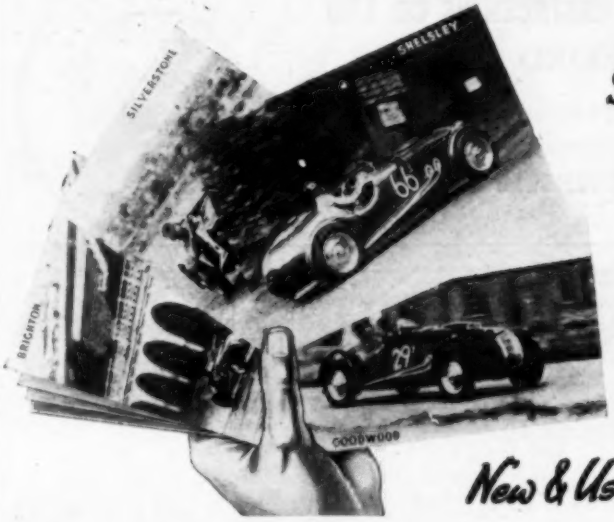

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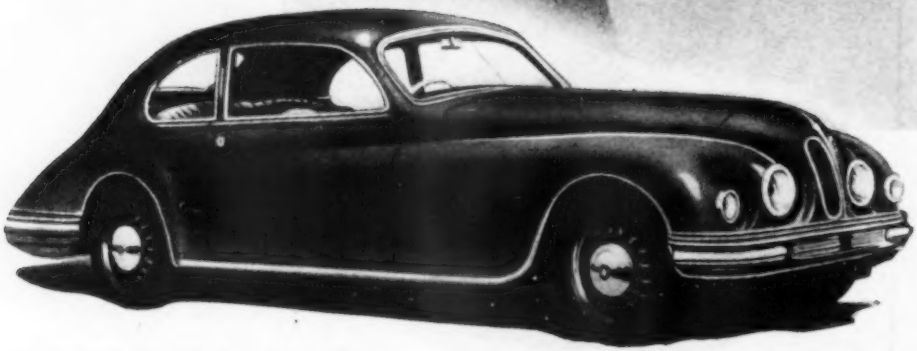

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PRESTON	Merigolds Garage, Old Vicarage	7.30
BOLTON	Odeon Cinema	8.15
MANCHESTER	Measham Showrooms, 30/34 Victoria St.	9.0
STOCKPORT	Touchstone Hotel	9.25
MACCLESFIELD	Old Millstone Hotel	9.55
LEEK	Quiet Lady Hotel	10.30
ASHBOURNE	Wheel Inn	10.55
BURTON-ON-TRENT	Westmore Car Park (entrance off Bridge Street).	11.30
MEASHAM	Measham Motor Sales	Noon
ROUTE 2 (*Operated by* Roy Neill Ltd., Leeds).		
LEEDS	Corn Exchange	8.10
WAKEFIELD	Empire Theatre	8.30
BARNSLEY	Regent Street (opp. Queen's Hotel)	9.0
SHEFFIELD	Pond St. Bus Station (Civic Restaurant)	9.40
CHESTERFIELD	St. Mary Gate Car Park	10.10
RIPLEY	Market Place	10.40
DERBY	Tenant Street Car Park	11.5
MEASHAM	Measham Motor Sales	Noon
ROUTE 3 (*Operated by* Roy Neill Ltd., Leeds).		
PONTEFRACT	Gardener's Arms Hotel, Cornmarket	8.30
DONCASTER	Gaumont Cinema	9.15
WORKSOP	King's Head Hotel, Carlton Road	10.0
MANSFIELD	New Inn, West Gate	10.25
NOTTINGHAM	Huntingdon Street, opp. Central Market Buildings.	11.0
LONG EATON	Market Place Car Park	11.20
MEASHAM	Measham Motor Sales	Noon
ROUTE 4 (*Operated by* Valliant Direct Coaches Ltd., North Harrow).		
HARROW	331 Pinner Road	7.15
KENSINGTON	Measham Showrooms, 368, Kensington High Street.	8.0
HENDON	Old Welsh Harp Hotel	8.20
ST. ALBANS	Odeon Cinema, London Road	8.50
DUNSTABLE	Union Cinema	9.20
TOWCESTER	Talbot Hotel, Market Place	10.25
WEEDON	Globe Hotel	10.40
MEASHAM	Measham Motor Sales	Noon
ROUTE 5 (*Operated by* J. Latham, Longton, Staffs)		
LONGTON	Union Street	8.0
STOKE	Town Hall	8.10
HANLEY	Victoria Hall	8.20
BURSLEM	Town Hall	8.35
TUNSTALL	Town Hall	8.45
NEWCASTLE-u-LYME	Castle Hotel	9.0
STONE	Post Office, Station Road	9.25
STAFFORD	Car Park, Bridge Street	9.45
CANNOCK	Royal Oak, Stafford Road	10.10
WALSALL	Central Bus Depot (St. Paul's Church)	10.35
LICHFIELD	Crow's Nest Dairy, Walsall Road	11.5
TAMWORTH	Aldgate Street (opp. Church Yard)	11.30
MEASHAM	Measham Motor Sales	Noon
ROUTE 6 (*Operated by* W. H. Watkins, West Bromwich)		
DUDLEY	Fisher Street Car Park	9.0
WOLVERHAMPTON	Salop Street Car Park	9.15
WEST BROMWICH	Carters Green	9.40
BIRMINGHAM	Central Fire Station, Potter Street	10.5
COVENTRY	Free Car Park, Corporation Street	11.0
NUNEATON	Bond Gate	11.30
MEASHAM	Measham Motor Sales	Noon

THURSDAY SERVICES

TOWN	DEPARTURE POINT	TIME
ROUTE 7 (*Operated by* W. H. Watkins, West Bromwich)		a.m.
DUDLEY	Fisher Street Car Park	10.0
WOLVERHAMPTON	Salop Street Car Park	10.15
WEST BROMWICH	Carters Green	10.40
BIRMINGHAM	Central Fire Station, Potter Street	11.5
COVENTRY	Free Car Park, Corporation Street	Noon
		p.m.
NUNEATON	Bond Gate	12.30
MEASHAM	Measham Motor Sales	1.0
ROUTE 8 (*Operated by* Roy Neill Ltd., Leeds).		
LEEDS	Corn Exchange	8.30
WAKEFIELD	Bull Ring (opp. C. A. Brothertons)	8.55
BARNSLEY	Regent Street (opp. Queen's Hotel)	9.25
SHEFFIELD	Pond St. Bus Station (Civic Restaurant)	10.5
CHESTERFIELD	St. Mary Gate Car Park	10.45
MANSFIELD	New Inn, West Gate	11.20
NOTTINGHAM	Huntingdon Street (opp. Central Market Buildings).	Noon
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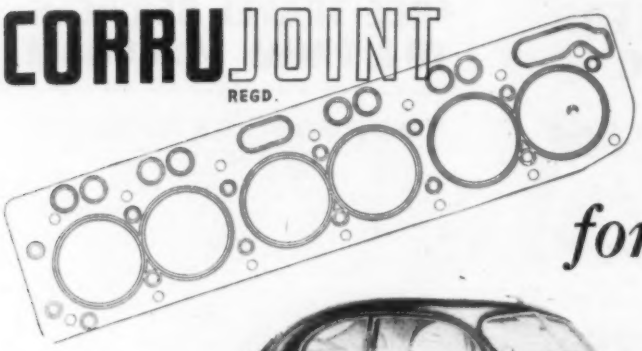
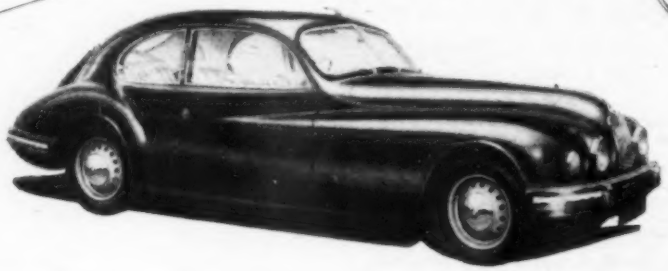


for the

"BRISTOL" 2 LITRE



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This winter thousands more will discover that only Car-Plate with its hard wax film gives their cars unfailing protection against the ravishes of rain, sleet and snow. And with Car-Plate *it's so easy!* Just spread on a clean★ car — let dry—then wipe lightly. That's all! No rubbing with Car-Plate! Get a tin today—*5/-* **from all garages.**

★ *It's important to clean before you wax!*

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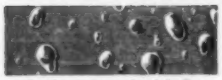
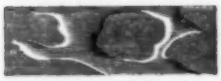


1 Surface waxed with Car-Plate — note beading of raindrops.



2 Unwaxed surface — note how water spreads, seeps into cellulose.

RAINDROPS PROVE IT!

in test after test!

Now that winter has come all motorists are guaranteed that when they wax with Car-Plate they are giving their cars the best known protection against rain, sleet and snow. You can test this for yourself — just wipe off any surface dirt or dust and see how the raindrops "bead-up" on the clean waxed surface. Water just cannot begin to soak into the cellulose to do its hazing, dulling work.

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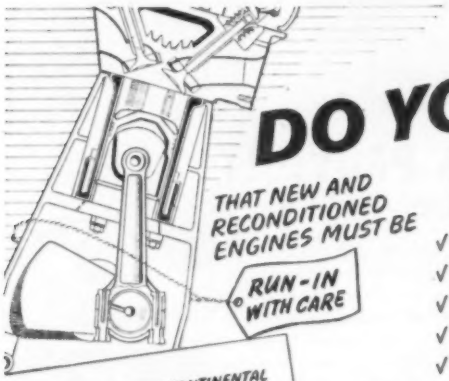

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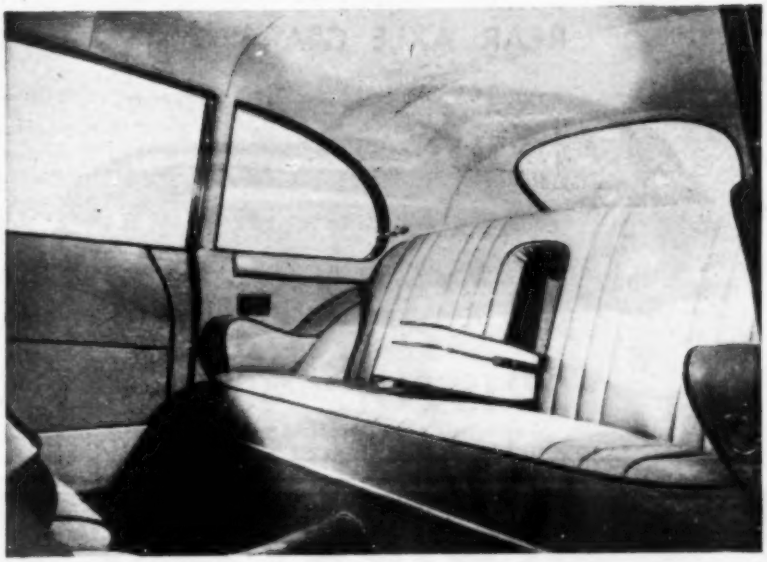

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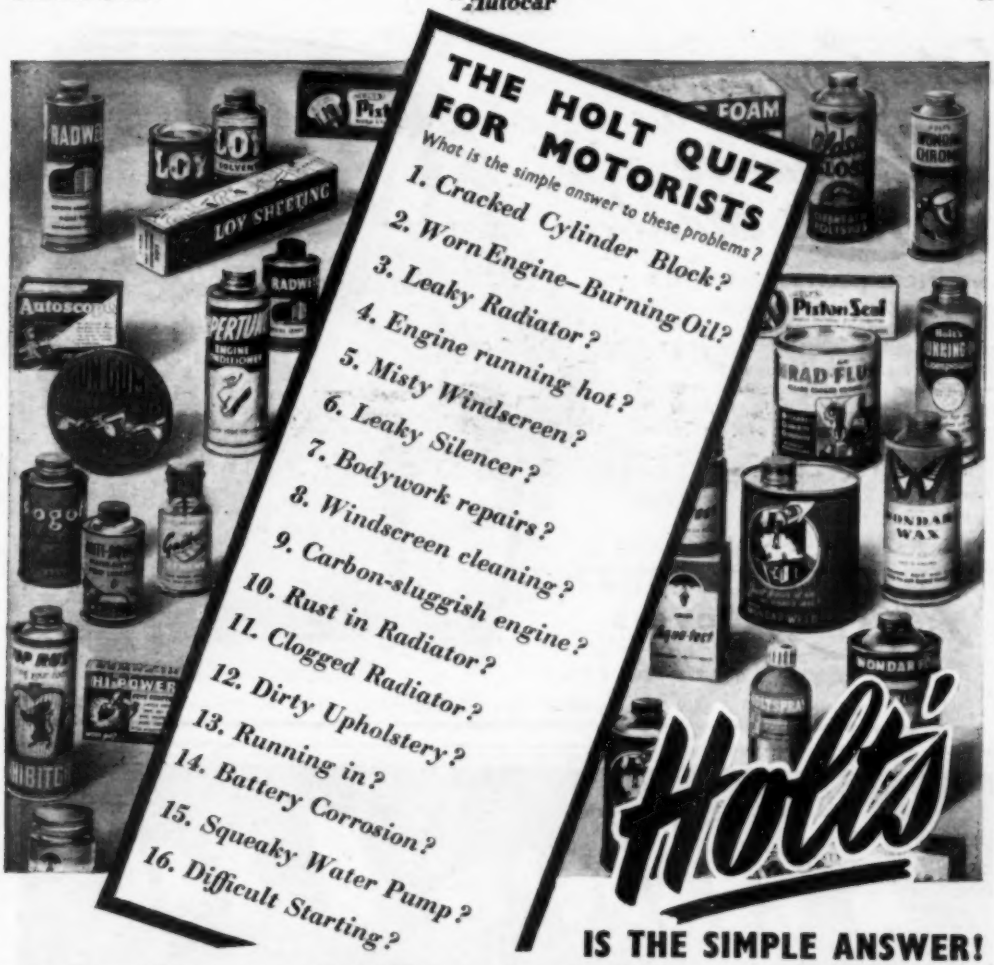
"BRISTOL" 401

THE MORGAN CRUCIBLE COMPANY LIMITED - LONDON S.W.11.



IS THE SIMPLE ANSWER!

1 WONDARWELD
Liquid metallic repairer for cracked cylinder blocks, valve ports, etc. 30 minute process. No dismantling. Permanent results. Use 1 pint per 3 gallons of water and pro rata. **Quart 25/- 1 pint 15/- ½ pint 8/6.**

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Interim treatment for worn cylinders Cuts oil consumption, restores compression. Gives 'new car' performance. No dismantling; just take out spark-plugs—that's all. **Up to 12 H.P. 15/-. Over 12 H.P. 25/- and for Motor Cycles 8/6.**

3 RADWELD
Seals leaky radiators in 5 minutes—while you drive. Radweld is non-corrosive, makes a permanent repair and is unaffected by anti-freeze. **For cars 3/6. For trucks 6/-.**

4 RADFLUSH
Removes scale, sludge and rust from radiators and water jackets. Restores proper cooling efficiency. Safe with aluminium and all other metals. **Complete treatment 8/6.**

5 FOGOFF
Demisting solution that prevents steaming-up of windscreens, windows, mirrors, goggles etc. Long-lasting effect. **Per tin 2/6.**

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Plastic compound for repairing leaking silencers. No tools required. No dismantling. Sets like a weld. Permanent repair. **Per tin 3/6.**

7 LOY Plastic Metal
Also Loy Solvent and Fabric Sheeting. For repairing dented, holed and rusted-out metal. Applies like putty. Sets harder than lead. Mouldable to any shape. Gives permanent, imperceptible repair. **Handy sizes. Loy Metal 4/6, Solvent 2/6, Sheeting 3/6. (Larger sizes & kits available.)**

8 HOLTSPRAY
Instantly removes fly-squash, mud and grease from windscreen. Cleans windows, mirrors and all glass. Spray it from unbreakable "squeeze pack" bottle. Wipe off and glass is crystal clear. **3/6. Refills (12) 2/6.**

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Disperses carbon, gum and sludge. Releases full engine power and compression. **Handy Pack 5/6.**

10 RADIATOR INHIBITOR
Prevents rust and corrosion in cooling system. Harmless. Works in anti-freeze and ensures crystal clear cooling water. **Per tin 2/6.**

11 FRE-FLO
The simple, safe, *liquid* way to clean radiators while you drive, in one operation! **Per tin 4/6.**

12 WONDARFOAM
"Dry Bubble" cleaner that removes stains and grease. Restores colour and newness to carpets, headlinings and upholstery. **Per tin 4/6.**

13 RUNNING-IN COMPOUND
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14 NO CRODE
An active alkaline neutralizer, kills corrosion, prevents re-formation, ends mess and terminal replacements, gives full power. **Per tube 3/-.**

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Takes the squeak out of water pumps. Added to radiator water, prevents wear, internally lubricates the water pump. **Per tin 2/6.**

16 AQUA-TECT
Brushed-on plastic for coating sparking plugs, H.T. leads and ignition system to seal out damp and moisture. You will always start "at a touch." **8/6 and 4/6.**

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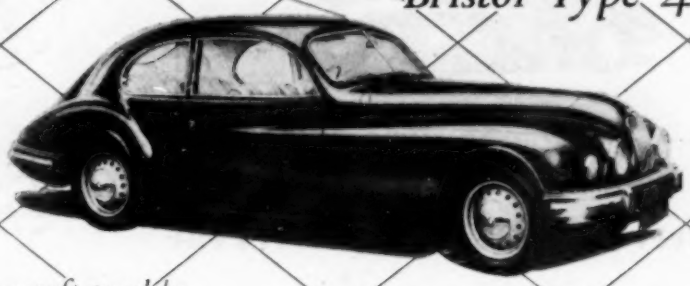

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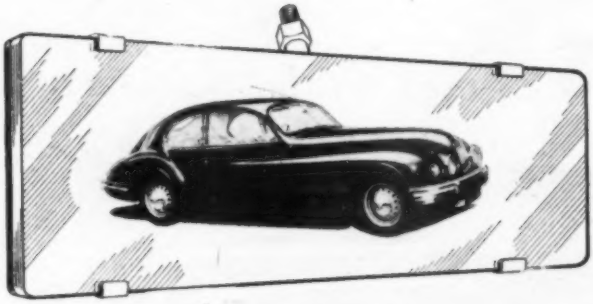

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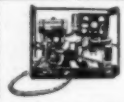

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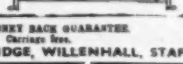

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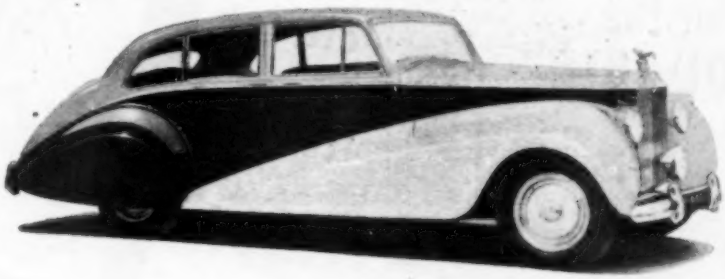

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Cushioned Comfort on the roughest roads!

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Send units through your Local Garage, or direct. They will be dispatched within 24 hours fitted with "ROTOFLO" Dampers, ready for reassembly on your car.

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Ekco Model CR61, a de-luxe all-wave radio with 'click' tuning of 4 pre-set stations, manual tuning and bandspreading on short wavebands, is also specified by many other leading car manufacturers, including Austin, Daimler, etc.

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These clever little chaps

(and scores like them)

SAVE ON PRODUCTION COSTS!

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Carr DOT Fasteners — TRADE MARK

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All Bristol cars are fitted with MARSTON RADIATORS

High performance engines

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Bristol have again chosen

Marston Radiators

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For assistance on any problem connected with heat exchange, write to

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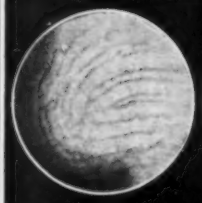
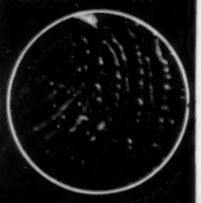


A. *Clean healthy skin.*



B. *Grimed skin (garage mechanic).*

C. *Skin as in 'B' after washing with soap.*

D. *Skin as in 'B' after washing with Antiseptic Skin Cleanser.*

SPEEDY EFFECTIVE GERMICIDAL

Greasy, grimy, pore-clogged hands cannot be avoided by the motorist who services his own car. Soap and water are not enough. He should clean them with Duckham's Antiseptic Skin Cleanser the speedy, easy and effective way.

A blob on the hands — a rub, a rinse — leaves the hands thoroughly clean and the skin soft, smooth, supple and germ-free.

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Duckham's

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The remarkable success of the 2-litre Bristol in trials . . . on the track . . . and on the roads of the world, provides further striking testimony to the vital rôle which VOKES filters play in promoting engine performance and reliability. VOKES 99.9% efficiency in filtering *all* the oil *all* the time is unsurpassed . . . providing the engine with oil which is absolutely free of those minute abrasive particles which are always ready to play havoc with bearings and bores.

VOKES

Pioneers of scientific filtration

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MAGNETIC INSPECTION LAMP

Chosen as standard equipment for the

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They are obtainable from most leading garages.

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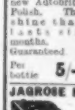

Type	Volts	Amps.	Size in inches	Price
A	6	58	6 7/32x6 13/16x9¼	62/6
G	6	57	7 11/16x6 15/16x7½	66/6
L	6	69	8½x6 15/16x7½	90/6
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1 pint down container (pack of 6) 9/-

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The Bristol 401 is fitted with Burgess Exhaust Silencers.

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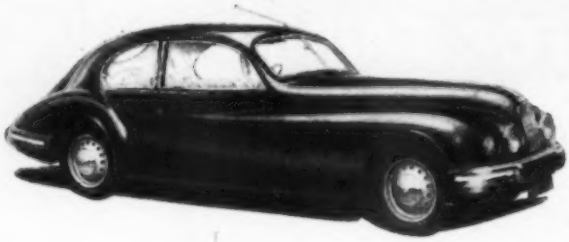

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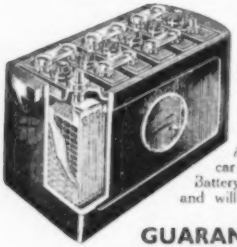

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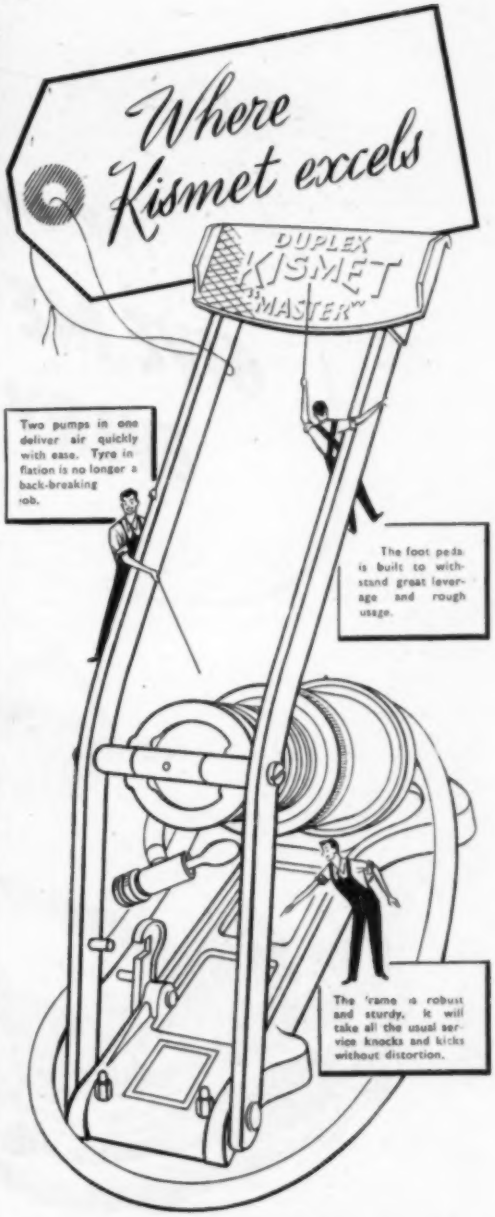

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No. 2923 FRIDAY, DECEMBER 7, 1951 Vol. XCVI

Restrictive Practices

MOTORISTS and pedestrians co-operating at the new zebra-marked pedestrian crossings should feel grateful to the road safety section of the Road Research Laboratory for the distinct benefit that they have conferred on road users. This body has views that command respect, notably that smooth traffic flow means safety as well as efficiency, and it is to the road safety section that the reduced number of crossings is owed, with the concomitant increase in the observance of the remaining ones.

Unfortunately, the Road Research Laboratory's work is being threatened by the ignorance of traffic flow principles that obtains elsewhere. A recent week's questions in the House of Commons were an excellent example of this. The Minister of Transport was asked about what a Member called "the dangerous state" of the Great West Road, and replied that he was considering all-red phases for the traffic lights; he was urged to speed the delivery of traffic lights for a road junction; and would he authorize a zebra crossing outside a Welsh school? He would arrange for a sign to hold up traffic while children crossed and he would make a similar arrangement for the trunk road A2.

It is notable that these questions and answers assumed the advisability of further restriction of the traffic, although it must be acknowledged that the Minister is rarely so restrictive-minded as his questioners. What is alarmingly absent is any constructive suggestion for overcoming dangers and at the same time *assisting* the flow of traffic. Admittedly such suggestions are not easily made, nor are accepted devices cheap, but much more thought might be given to the economics of such things as road tunnels and pedestrian bridges. With vehicle delay costing the country about 5s per hour per vehicle—a reasonable estimate—the cost of a bridge or subway soon becomes an investment. Their use outside schools, to which many questions refer, is particularly satisfactory, the children being amenable to discipline in a way that the adult pedestrian is not.

Twelve years of enforced restrictions have made this country restrictive-minded, and it is high time that the public realized the dangers of such an attitude. It is a threat to initiative and a source of economic loss.

Stop Lights

IT is curious that one of the most valuable items on a car from the point of view of safety enjoys little legal support. This is the stop light. It is no use relying heavily on it in a court of law as a mitigation of too sudden braking, despite the fact that, when violent braking proves necessary, there is rarely time to make a hand signal. As a result, the flash of the stop light is all the warning that a following driver may receive.

At this time of the year it should be a duty to check that the stop light is functioning correctly, for the heavy traffic of the rush hour in big cities, with its inevitable sudden stops and starts, is made more difficult by darkness. The lamp glass, along with that of the rear lamp itself, should be regularly and scrupulously cleaned, and those motorists who are also owners of heavy vehicles, or who have charge of them, might ask themselves if the stop lighting on their vehicles is adequate. They, along with the rest, must have been discomfited at some time or other by the often inefficient examples that powerfully braked commercial vehicles so frequently display.

The dim rear light has been found guilty of causing about 9 per cent of all night casualties, and it may be hazarded that the inefficient or absent stop light adds appreciably to that figure. In any case, motorists know its value, and need reminding only that a check of the lamp's operation is easily made after dark by, say, backing into the garage, applying the brakes and watching for the additional glow through the rear window.

by Maurice Gatsonides

The author's entry in the 1950 Monte Carlo Rally was a Humber Snipe, with which he finished second. Here is the Humber in the Monte des Mules timed tests.

All Set for Trouble

PREPARATION FOR THE MONTE CARLO RALLY AND ALPINE TRIAL

In long-distance high-speed events such as the Monte Carlo Rally or Alpine Trial the crack Continental drivers are notable for the extreme thoroughness with which they prepare their cars. One of the most successful and well-liked Continental drivers is Maurice Gatsonides, known to a wide circle of British friends as "Gatso," who has upheld the prestige of Holland in many events since his first Monte Carlo Rally in 1936. In this article he gives much useful information on the preparation of the car before the event and on its handling in conditions with which British drivers are not so familiar.

I GLADLY comply with the request of my friend Douglas Clease to describe how I set about the preparation of a car for a Continental rally. This subject, however, is so many sided that it is out of the question to give a description of all solutions for all possible problems which might crop up. Added to this is the fact that rallies on the Continent differ so much compared with one another that a preparation suitable for one would be no good at all for another. An outfit for a Monte Carlo rally, for example, is quite different from one for a French Alpine trial or the Trans-Sahara rally.

For that reason I shall limit myself to giving hints, but these are by no means complete. It should not be forgotten also that with every projected change or adjustment one must find out if the regulations of the particular rally permit them.

It is unnecessary to say that the principal rule is always: The car must be in A1 condition for whatever event it is used. Personally, I prefer a used car to a new one, provided it is in splendid condition. Every new car, of whatever excellent make it may be, has a tendency to show during the first months many little but most unpleasant faults. In a rally there is usually no time to do anything about them, and they are often the cause of major trouble.

Anyone entering with a new car should see that it is thoroughly run-in, taking care to note carefully the small faults aforementioned. In doing so, considerable distances should be covered at top speed or, alternatively, at the speed to which one wishes to limit oneself. In the latter case that speed must not be exceeded when driving in the actual trial.

Do not only drive on nice smooth roads, but also find roads with a bad and bumpy surface—so-called "Belgian roads"! The latter are probably not so plentiful in England as on the Continent, but most people will be able to find a bad stretch to give the car a rough (and I mean rough) treatment. This may sound somewhat harsh, but it is only then that one discovers things which otherwise would go unnoticed. Self-opening bonnets or luggage locker lids, or even doors! Especially do faulty springs and dampers manifest themselves.

The dampers, for really thorough check-up and adjustment, should be taken off and adjusted on the bench or —better still—on a special machine (a cardograph), taking care that they are a little tighter than for normal driving. A leaking damper should be replaced at once. After the running-in period the road springs have "set"; in other words, they have lost their initial tightness, and should in some cases be reinforced, certainly for a light car which is being prepared, for example, for the Monte Carlo rally. Should one spring be a little "heavier" it is best to fix it on the right side, in view of the right-hand traffic and the camber of the road. Torsion bar springs, too, should in most cases be adjusted. In dealing with springs the load the car has to carry should be taken into account. This load, in a Monte Carlo rally, is always heavier than in an Alpine.

Before adjusting the brakes it is advisable to take off the drums and to check if the shoes touch evenly, or are greasy as a result of a faulty seal.

When doing the engine I always take off the head and the sump in order to investigate the "innards." About the tuning-up of the b.h.p. output it is certainly not necessary to give you Britishers a hint! But once again I must point out that especially here, even more so than with every other point, the regulations should be carefully consulted about what is allowed and what not. In any case, it is useful to grind in the valves a little by hand, and measure the tension of the valve springs, taking the opportunity to replace those that are too weak.

As in every country on the Continent the quality of petrol differs, it is advisable to fit a hand control for the ignition

on the instrument panel. If one wishes to work very conscientiously—and this is very necessary for a highly tuned engine—it is by far the best to ask for particulars from the respective petrol companies about the fuel in the various countries to be crossed. Should one drive many miles in a country where the petrol, through the compulsory addition of alcohol, has a lower specific gravity, it is recommended that a lighter float should be provided in the carburettor, or at least a spare taken.

Should the percentage of benzole in the fuel be high (exceeding 10 per cent), care must be taken that a benzole-proof diaphragm is fitted in the petrol pump, as an ordinary one becomes porous. The fixing of an extra petrol filter will prevent a lot of trouble. When driving in the Alps or in tropical heat it is advisable not only to insulate the petrol pipes and pump against heat, but also to fit a reserve electrically operated pump, which draws the fuel through a separate pipe from the tank and delivers it very close to the carburettor. Since I once found sugar in the tank I always fit a locking-cap on my tank.

A second horn, giving a powerful blast and served by a separate push-button, should be used in France. By the way: A signal *must* be given in France when overtaking another car, also in cases where it may seem quite unnecessary.

All bolts and nuts must be checked and tightened. In this connection I cannot lay sufficient stress on carefully following out the rules given by the manufacturer of the car as to what to do after the running-in period.

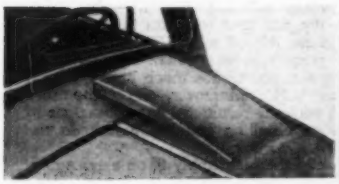
A speedometer reading in kilometres is very handy in some rallies. Should night driving be involved, I strongly recommend head lamps with a double-dipping system and with the lamp bulbs provided with a screen or hood. I fear that these bulbs cannot be obtained in England, or if so only with great difficulty. In all Continental countries, however, they are compulsory, while in France yellow bulbs must be used. If the latter cannot be bought one can stick a thin transparent sheet of yellow Cellophane on the head-lamp glasses. One need not be afraid of delay during an international rally in which many non-French drivers compete, but when driving to the starting point or back from the finish the police, especially on the less important *routes nationales*, often stop cars showing white lights.

Perhaps you may consider it ridiculous that I point it out, but the wheels, after the fitting of new tyres, must be completely balanced, after which the covers should be paint-spotted at the valve, so that after a puncture they can be put back with the paint-spot corresponding with the valve. If one has a puncture it is better not to try to stick a patch on the tube, but to fit a new one, which you should certainly carry with you because your size might not be obtainable abroad—certainly not in France.

With modern cars it is often difficult to find a point where a tow rope, which you must also carry, can be fastened. For that purpose hooks—or preferable eyelets—should be fitted on the chassis, front as well as rear.

Although one must be careful to keep the total weight of the car as low as possible, some accessories are essential. In a winter rally, such as the Monte Carlo, a good heater, complete with defrosters and an extension to the feet of the crew at the back—should one take a third man—is absolutely necessary. A wireless is taboo in my opinion, as well for the weight as for the current it takes, although normally I like to listen in when driving.

I really began to write about the preparation for the Monte Carlo rally and therefore shall continue to do so. Tyres provided with a special snow-tread—or Trakgrip—are much preferable to snow chains. They can be fitted on the spare wheels and be used in snow on the driving wheels; they are very unpleasant in front. To make those heavily ribbed tyres also suitable for icy and wet slippery roads they can be provided with horizontal saw-cuts, the so-called "Aderisol" grooves. There are special machines in France, which, for a small charge, are used to "aderise" a tyre in a quarter of an hour. It must be taken into account, however, that the life of a cover so treated is considerably shorter.



In 1937 M. Gatsonides fitted hot air bonnet top vents to his Hillman Minx, for additional defrosting, and double rear wheels by means of the drum fitting shown above. (Below) A snowshield was also fitted at the front.

List of Spares for a Monte Carlo Rally

Bulbs, fuses, screenwiper motor, inner and outer cable, 2 arms and 2 wipers, fanbelt, complete petrol pump (with benzole-proof diaphragm), flex, petrol lines, flexible brake lines, 1 complete master cylinder (brakes) and 1 complete wheel cylinder of each type fitted on the car, 1 set waterhoses, 1 radiator filler cap, 1 set engine gaskets, 1 outer and 1 inner front wheel bearing, 1 rear wheel bearing and 1 oil seal ring.

1 inlet and 1 exhaust valve, cotters and springs, 1 rocker (inlet and exhaust) with bushes and tappets, 1 push-rod, 1 inner tube, 1 control box, 1 distributor cap, 1 rotor, 1 set of contact-breaker points, 1 coil, 1 condenser, 1 set dynamo brushes, 1 set starter brushes, 1 Trafficator arm complete, 1 starter solenoid, some H.T. and L.T. wires.

1 or more petrol cans, 1 towing rope, 1 block and tackle with 60-yard rope, 1 extra bumper-jack, 1 plank, 2 broad shovels, insulation tape, iron and copper wire, cords, rubber bands, list of addresses and 'phone numbers of agents in the different countries to be crossed.

2 torches, rugs, surgical tape, plastic tape, 1 toilet roll, salt (for the hard-boiled eggs as well as for the frozen screen), 2 yards rubber petrol hose, and 1 first-aid box.

ALL SET FOR TROUBLE . . . . . continued

The Aderisol groove itself is completely worn away after having been used for 1,500-2,000 miles in a trial at high averages. The tyre can then be aderised once more, but after that the fabric shows.

I have already mentioned a good defroster. The one attached to the heater is usually not sufficient under severe conditions and I recommend two loose electrical strips, to be fixed immediately below eye level; together they serve very well.

Modern electrical installations are all provided with voltage regulated dynamos, and the carrying of an extra or bigger battery is not necessary. None the less, the current should be used sparingly; therefore switch off head lamps every time when stopping, such as at railway crossings. For the same reason it is advisable to connect the defrosters, heater, and so on, to the ignition switch. A rear lamp, to be used when reversing, should be switched on only by putting the gear in reverse, or it should be coupled to a warning light on the instrument board. In some rallies such a rear light is not allowed.

As in most rallies penalties are incurred if the starter does not work, it is advisable to fix an extra starter switch, for either hand or foot operation, in parallel with the existing one. The extra horn, already mentioned, and also connected to an extra push-button, often prevents losing marks when the original fails to work.

It should not be necessary to remind British rally drivers that a good fog light is essential. A spot light to be used from within the car is very handy but, I believe, is not allowed in the U.K. [Such a lamp may be fitted, but in the U.K. it may not be swivelled while the vehicle is in motion.—ED.] Another method is to have a small spot light on the seat between the two drivers; this can be handled by one of them through an open window or the sunshine roof. When having technical trouble or when reversing, such a lamp can be worth its weight in gold; it should be provided with a 10ft flex. To prevent short circuits the earth connection if this lamp should be the same as that of the car and the plug and socket must be marked accordingly.

Deep snow during one of the author's pre-war rallies.

All electrical extras should be connected to separate fuses, and a box containing 10 or 12 fuses is very handy. On a card clearly indicate for which connection each fuse should be used; keep this card in the lid of the box of fuses or paste it in some conspicuous place. A screen washer should be fitted, as the windscreen is regularly splashed with dirt from fast-driving fellow-competitors.

Depending on the special tests, the outfit should be provided with one or more chronometers.

For a rally lasting some days without rest stops the comfort of the crew is very important. If the driver is comfortable in his seat it is necessary for the co-drivers to rest, for later on they will have to do their share of driving again. A seat of which the back can be adjusted into a nearly horizontal position, eventually lengthened with a soft head support, is ideal.

This adjustment should not be entirely horizontal, for I know by experience that I once woke up feeling groggy, when my partner had been driving along a very winding road at great speed. This is avoided by keeping one's head higher than the rest of the body. It is also better in case a good dinner (with French wine!) has been previously enjoyed at some control.

Naturally the systems of the crews differ very much; some eat and drink sparingly, and sleep as little as possible in the car or at the rally controls. My preference is to eat and drink whenever the opportunity arises, to sleep in every chair I find at a control, if necessary even on the floor under a piano, and in any case to sleep in the car if I am not driving. The fault of many novices is that they want to see everything, and towards the end of the rally they are fagged out just when they need all their reserve strength.

Penalties of Altitude

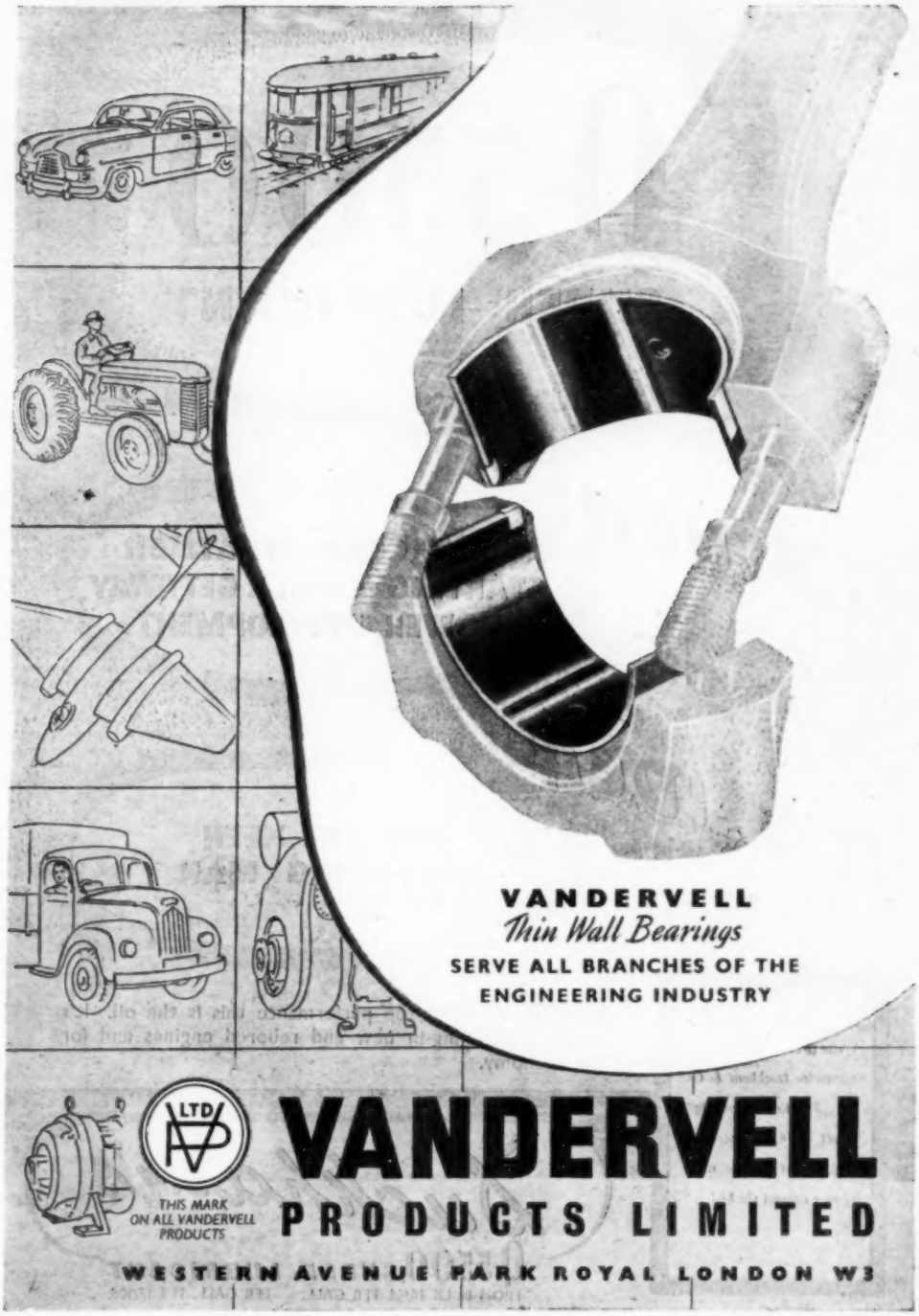
For the Alpine trial special attention must be paid to two complaints, which during this event have to be regularly "doctored"—vapour lock in the fuel distribution system, and fading of the brakes. In the first place, and this applies to both faults, one should watch that the pipes, for petrol as well as for hydraulic brakes, are as far away as possible from any heat sources and that they are properly insulated with asbestos. These heat sources are: exhaust manifold and pipes, silencer, brake drums, engine and water hoses, but even gear box and differential casings can radiate so much heat that the liquid, or the alcohol in the liquid, evaporates in the pipes.

Both complaints hardly ever manifest themselves in a car when used normally, not even with fast driving. It is different, however, in an Alpine rally! French fuel contains a considerable percentage of alcohol, which quickly reaches boiling point, and one climbs much higher than is ever possible in the U.K. Moreover, the compulsory average is very high, with the result that the engine has to labour very hard when climbing and the brakes do the same when descending.

Against vapour lock in the fuel supply fit an extra pump, as already recommended. Brake fading may also be caused by the lining, and it is advisable to use a kind that on previous occasions has been found satisfactory. Extra ventilation of the drums or fixing of air scoops is recommended.

In the mountains I have found that an altimeter can be enormously useful, although to get full benefit from it one must know the height of the cols at the top and base, which can be found in the Michelin Guide. More than once I have carried on with a boiling radiator without being afraid of serious damage, because I knew that I had to climb only a certain number of feet more to the top. As soon as the descent begins and one uses the engine for braking purposes, boiling stops and at a favourable place the radiator can be replenished.

As long as there is water in the cooling system one will get steam when climbing with a hot engine. But even this steam cools the engine sufficiently to prevent damage. Harm will, however, definitely be done if one stops during the ascent to fill the radiator with cold water—on top of which the unscrewing of the cap is a dangerous job in itself! As long as one notices that steam escapes through the overflow one can carry on, but should that steam cease then after a minute it usually means that the engine has "had it." I quite realize that the recital of these horrors will frighten many motorists. Every Alpine driver, however, will declare that many well-known makes of car ascend the steep passes steaming like traction engines and yet reach the finish without damage.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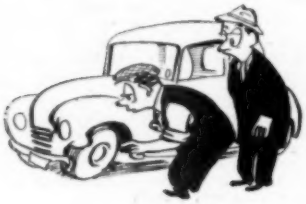
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Check it Over

A RECENT slight scrape by a knowledgeable acquaintance of mine holds a lesson. He was the victim of a sudden stop two cars ahead, his wheels locking, with the result that he caught the bumper of a utility van on the left-hand wing. This was straightened out and he drove on. "Much damage?" I asked. "No," he replied, "just the bent wing." All the same, we went round to see the service manager when the repair



Visible bend.

job had been done and he showed us the kingpin, which had an easily visible bend in it, and one which the victim of the accident found hardly credible. The moral is that no matter how slight the accident seems, if there is a positive bump of any kind it is as well to have a check-up. The forces involved in collisions between heavy bodies are considerable, as anyone who has ever seen a ship bump on a quay will have realized.

✦ ✦ ✦

"Dibble Douppers"

HAVE you heard this new Spoonerism for double dippers? A topical interest attaches to it because when double dippers were introduced a year ago they met with a certain amount of resistance from the type of driver who, because he still sees two lights, imagines that the other fellow hasn't dipped.

I have been driving behind double dippers for some time now and it appears to me that the resistance to them is fast disappearing as their merits become better known. In the dipped position there is, of course, twice the illumination on the road just in front of the car that is given by one dipped head lamp, and if one meets an approaching car similarly equipped the result is a stretch of road well illuminated across its whole width.

Occasionally one does meet the odd driver who flicks his head lamps up and down but, frankly, I find that the best treatment for him is to put my own lamps on full beam. Let me hasten to add that I do that not in any spirit of retaliation but because flashing head lamps are extremely disconcerting and one's eyes cannot adjust themselves, so that for safety's sake the full beam is necessary.

✦ ✦ ✦

International Encounter

I AM indebted to Hedley Chambers, Features Head of the British Forces Network in Germany, for the following anecdote: "Though my wife and I have been living in Germany for some five years, we are still sometimes surprised by the odd things that can happen to an international traveller. On our last visit home we took our faithful Volkswagen. The journey was uneventful, apart from a brisk exchange with my wife about some Fangio tactics on a corner which was a bit sharper than it led one to believe.

"Anyway all went well. We crossed the Channel from Ostend to Dover. I switched on the head lights outside the Port Office in Dover, and set off on the hundred and sixty-odd miles to Bath. The lights flickered a bit at first—there's a dirty contact there somewhere, I think, but they settled down and burned steadily after a mile or two. We drove into Reading at about ten o'clock, and turned on to a well-lit

Very tall constable.

road, and I switched on to the side lights again. This was all right until we stopped at a traffic light. On the other side of the road was a tall policeman, with a very tall bicycle. He looked across at the car. Then he raised his right arm, rather as one might do at a peace conference, but with the hand flat instead of clenched. With infinite dignity he wheeled his bicycle across the road.

"This was where things began to get difficult. My wife was sitting in the right-hand front seat, which is where the driver usually sits in Reading. He wished my wife a polite, if rather official, "Good evening," and then realized that there was no steering wheel on that side of the car. You could see a shadow of doubt come into his mind. He wheeled the bicycle round the front of the car, noticing the sharp fall-away of the bonnet, and the complete absence of a radiator. He bent and peered at the number plate. His worst fears were confirmed.

"The traffic lights turned from red to green, but, determined not to give way to panic, the law came round to my open window and coughed loudly. With a sweeping gesture, he indicated Reading lying all around us, and said, very slowly and clearly, 'England . . . yes?' Then, waving towards the black sky above, 'Night.' Having established these facts, he pointed towards the front of the car, and drove home his point. 'Lights,' he said.

"I fiddled with the switch and the side lights came on, but I couldn't bring myself to destroy the illusion.

"'Sank you ferry much,' I said, and drove off."

✦ ✦ ✦

Like a million dollars

18th Century

"AWAY with you," said my opponent in argument. "Your type of car is going to disappear whether you like it or not. It costs too much; it wastes passenger space, and it is too heavy." This, mark you, is because I like sitting in what I term an 18th-century drawing room interior, with a spot of walnut and pigskin round the place (the walnut is there; the pigskin, alas, is imitation). I retorted that my double-panelled doors shut with a quiet click, that my car did not drum, and that I felt like a million dollars in it as opposed to the ten-cent feel of the Tin Can. All of which is the stuff, as you recognize, of exaggerated argument.

Then I thought a little more on the subject and tried to evaluate my appreciation of "period" interiors. I reckoned that, if I had the money, I would always be prepared to pay an extra 40 per cent for a car that had the type of interior that I like. When one spends a long time in a car it begins to parallel the home, and (again if I had the money) I would like to fill my home with period furniture.

In the shed on the left is a Freighter and on the right is the helicopter flight shed. Farther up the hill are the production buildings of the Car Division and on the skyline the safety tower where helicopter rotors are tested. Left : The new wind tunnel in the Car Division, with a model of the Bristol 401 being mounted at an angle to test the effects of side winds.

Bristol Background

THE APPROACH OF AN AIRCRAFT MANUFACTURER TO CAR PRODUCTION

IT used to be thought that the inevitable fate of the aircraft industry was to suffer violent and hurried expansion on the approach of a war, followed by equally violent contraction once the war was over. It certainly happened after the 1914 war and, therefore, when the directors of the Bristol Aeroplane company decided to undertake the manufacture of a high-quality, fast touring car in 1945 they were not only fulfilling an ambition which had been cherished for some considerable time, but were also making what appeared to be prudent provision for the employment of their skilled engineers in the difficult years of peace.

In 1939, the Bristol company, with its aircraft factory at Filton, Gloucestershire, the adjacent Rodney Works devoted to sheet metal and power plant production and the vast engine works at Patchway, reinforced by a shadow factory alongside, was probably the largest single unit devoted to aircraft and engine production in the world. Its facilities were soon increased many times over by the addition of satellite factories, including a remarkable underground works in Wiltshire; the shadow factories managed by the motor industry multiplied the total output of Bristol sleeve-valve engines so that of the Hercules alone some 57,000 were built for the R.A.F. and Allied air forces.

That tempo was maintained only by wholesale direction of labour from other industries and, with the coming of what is conventionally described as peace, some contraction was inevitable, but history has not repeated itself completely. Six years after the fighting finished, the Bristol Aeroplane company finds itself fully extended on many diverse projects of immense scope and variety. The first of the vast Brabazon air-liners has been flying for some time and work is already well advanced on the second, destined to be the largest passenger-carrying aircraft in the world. Meanwhile, at the opposite side of the same vast hangar, the fuselage of the first Bristol 175 turbine air-liner for Empire Air routes is nearing completion, while up at Filton, production of the versatile Freighter continues at a healthy rate. The Engine Division is hard at work on development of the Proteus propeller turbine which will be fitted to the Brabazon II and Bristol 175, and also to the great Saunders-Roe troop-carrying flying boats. Work is proceeding in secret on the Olympus, one of the most powerful turbines in the world, and meanwhile Hercules and Centaurus piston engines are in production for military and civil aircraft. The Sycamore, first product of the Helicopter Division, is in production and testing has begun on the interesting twin-motor, twin-rotor helicopter, the Type 173. Inevitably there are special defence projects which are not spoken about at all, and in contrast there is the peaceful work of making aluminium buildings. The immediate post-war programme of prefabricated house construction has been completed, and the experience so gained has been put to use in the evolution of aluminium schools, hospitals and other public buildings which are now being erected in considerable numbers, not only in Britain but also in many foreign countries. As a result of all this, the Bristol Aeroplane company, far from having to find work for its skilled men, has hundreds of vacancies which it is unable to fill.

Practical Considerations

These competing activities, plus the shortages of materials and components, could have formed a grave threat to the existence of the young Car Division, but the cars had in a very short time established a first-class reputation in many different countries for performance, reliability, refinement and the subtle character which distinguishes the high-quality specialist car. The past three years have, therefore, seen a steady improvement and expansion in the production facilities of the Division. Efficiency has risen, production has been speeded up and plans are being made for a considerable expansion in output when possible.

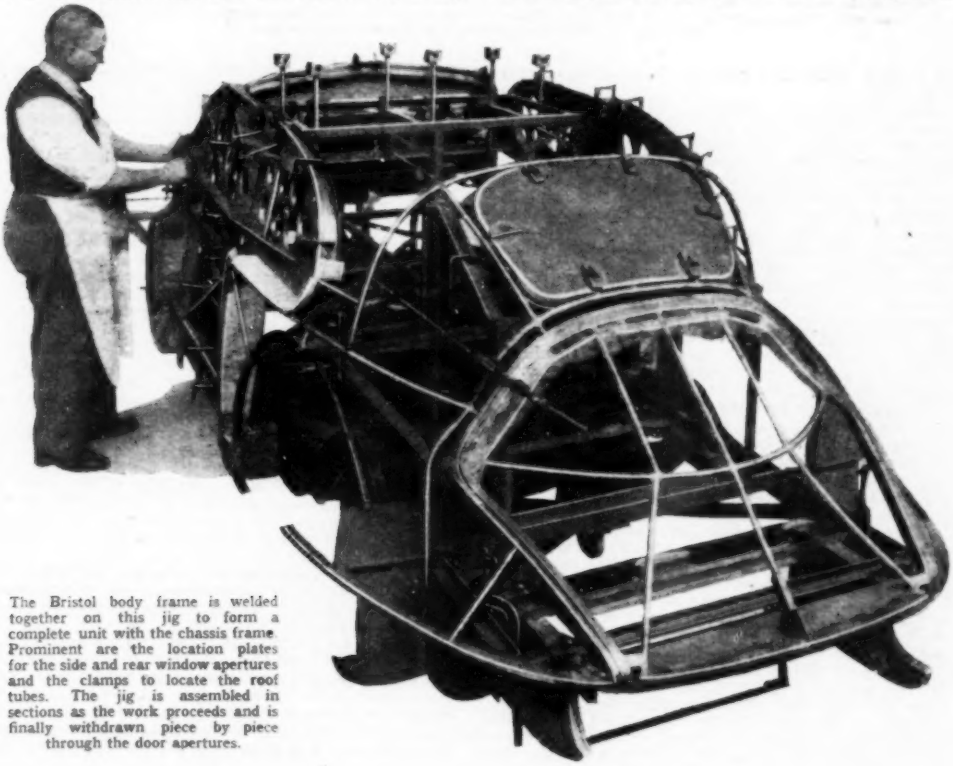
Looking back over the short history of the Car Division the Bristol approach seems to have been one of idealism tempered by a shrewd appreciation of what is practical. The company was able to transfer to the car project a number of people who had experience in the car industry, but primarily the car is the work of designers and workmen trained on aircraft and aero engines. It was therefore a sound and time-saving move to adopt basic design features for the engine and transmission which had already been well proved on a car made by another aero engine manufacturer. This enabled the first Bristol 400 to take the road in July, 1946. The body of that car, a close-coupled four-door coupé, was panelled in aluminium, but the frame was of wood. This was rather a surprising move for an aircraft company, but it enabled the existing skill in the making of light metal panels to be exploited without holding up production by developing new methods of construction for the body frame. Composite construction, with alloy panels on a wooden frame, was sure of acceptance, as it was at that time, and remains now, the standard method used by some of the most famous British custom coachbuilders.

All-metal Objective

This concentration on a limited objective, building a car which was not wildly unorthodox but was superbly made and endowed with sufficient performance to make its mark in international competitions, enabled the Car Division at Bristol to establish itself quickly and effectively as a force in the high-class car field. In all, some 650 of the Type 400 were produced, and meanwhile work proceeded on the evolution of the Type 401 which was to have an all-metal structure, more space for passengers and luggage, and a carefully studied low-drag shape. The evolution of the new body frame, made of box section members in steel sheet combined with solid drawn steel tubes, was assisted by the collaboration with an Italian coachbuilder, already famous for lightweight coachwork, and the low drag of the new form was confirmed by tests with a model in the wind tunnel at Bristol University.

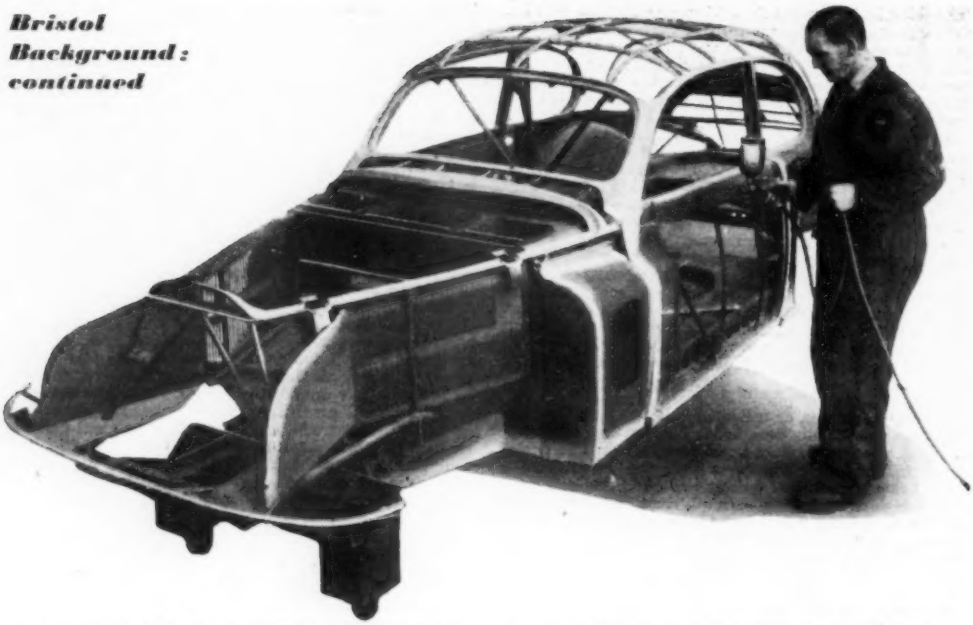
The advent of the 401 not only marked a considerable step forward in the design of the Bristol car; it also marked an important stage in the progress of the Car Division. Much of the Type 400 had been made by hand, notably the panels for the doors and the lid of the luggage locker, and inevitably there was a good deal of hand work in the construction of the wooden body frames. A mildly cynical but by no means hostile observer of the European scene has remarked that "Craftsmanship . . . is the art of putting together a couple of things which don't fit. Production engineering sees that they do fit so that we can make two thousand or two million all alike." By that definition there is a good deal less craftsmanship in the present Bristol car than in its predecessor, and it takes fewer man hours to make it. Some of the panels on the Type 400 were of course drawn mechanically, and this led to the rather surprising discovery that aircraft standards of accuracy were not good enough for a high-class car. Ripples in the panelling which pass unnoticed among the lines of rivets on a big aircraft can completely ruin the appearance of a highly polished car. Recently the advent of supersonic jet aircraft has introduced new standards of panel finish to the aircraft industry, but at that time the Car Division was setting the pace within the Bristol organization, and as a result it recruited a keen and efficient group of sheet metal workers who are some of the most highly skilled in the business.

Nearly all the panels on the present car are produced by the use of a drop hammer with cast metal dies or by stretcher presses, and they are welded together to form sub-assemblies which are finally joined as a skin on the complete car structure. The panels are fully interchangeable and any skin fits any frame. If a car is involved in



The Bristol body frame is welded together on this jig to form a complete unit with the chassis frame. Prominent are the location plates for the side and rear window apertures and the clamps to locate the roof tubes. The jig is assembled in sections as the work proceeds and is finally withdrawn piece by piece through the door apertures.

Bristol Background: continued



The complete body-chassis structure with inner wing valances and scuttle reinforcements in position receives a coat of anti-corrosion compound before the aluminium panels are added. It is mounted on the small bogie wheels on which it will travel until the engine, transmission, suspension and road wheels are fitted.

an accident, replacement parts can therefore be delivered from stock.

Many thousands of pounds were spent on jigs for rapid and accurate production of the Type 401 body frame, and the methods adopted are probably unique, representing a quality coachbuilding job put on a series production basis. The structure is divided into sub-assemblies which can be built up on subsidiary jigs and they come together in the main jig, where they are welded to the chassis frame and floor panels to form a strong unit structure. The body side frame, consisting of box section sills, and door pillars, with cantrails and window frames, forms one unit; wheel arches, screen frame, rear window frame and luggage door frame are made separately. The jig itself is built up in sections as the welding proceeds, and is finally removed piece by piece through the door openings when the job is completed. The jig is removed by the inspector so that he can spot at once if any distortion takes place when the supports are taken away.

Car engines were originally made in the aero engine factory, but the Car Division now has its own shops where engines are built for both Bristol and Frazer-Nash cars. The complicated light alloy cylinder head is a Bristol casting, and the company machine their own connecting rods and crankshafts. Pressed pistons are used, a common feature in aero engines but a rare one in cars.

Incidentally, the crankshafts are dynamically balanced on a Gisholt machine right out until there is no trace of unbalance whatever, a fastidious extreme of precision which is not often practised in commercial production. What does it mean in practice? Well, the Gisholt machine is said to be able to detect the unbalanced forces produced by a piece of Plasticine, the size of a pin head, adhering to the crankshaft!

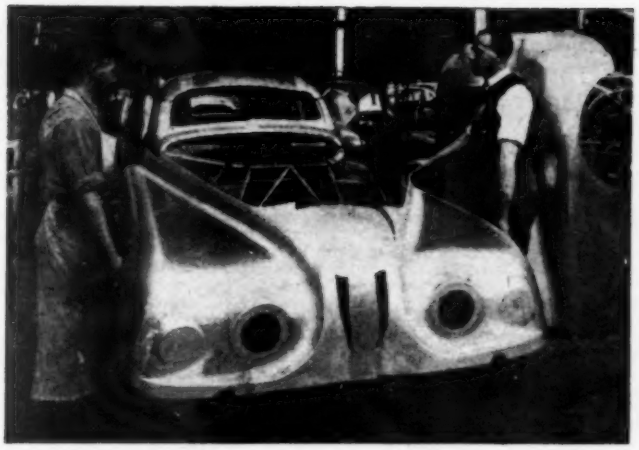
Bristol make their own synchromesh and machine their own gears except for some operations on the spiral teeth. They also build their own axles, using gears from outside transmission specialists. In this connection it is interesting to note that the Bristol rear axle construction, with torsion bar suspension and location by a pivoted A bracket, gives precisely controlled parallel travel for the axle, contributing to the excellent Bristol road holding, but it also reveals any backlash in the transmission with unusual clarity. The differential gears are therefore assembled exceptionally tight, and cannot easily be turned by hand.

Besides the light alloy body panels the Bristol press shops produce the steel pressings for the body sills and door pillars and will soon be equipped to make the heavier pressings used in the chassis frame. Building of the frame is already carried out at Filton in a revolving jig, but some of the pressings are bought outside. Labour shortages have combined with plant limitations to make it necessary to sub-contract more parts than originally intended, but it is surprising to find what a large proportion of the final product is made within the confines of the Filton works. Certainly it is a higher proportion than could be shown by some much larger manufacturers and this policy plays an essential part in giving the Bristol car its individuality. Take the admirable press button door locks, for example. These could not be bought outside, so Bristol make their own and make an excellent job of them.

Among equipment recently acquired is the remarkable French H.E.B. copying lathe which will produce parts such as half shafts quite automatically, using a finished part or a hardwood pattern as a guide. Running at speeds up to 3,000 r.p.m., it produces parts with a fine finish which look almost as if they had been ground, and it will hold the diameter of the turned portions accurate to one four thousandth of an inch.

Having earlier emphasized the element of idealism in the aircraft approach to car production it may be interesting now to take a glance in passing at some of the ideas which have been tried and found wanting.

When the 401 was evolved, it was decided to blend the bumper into the main form and make it of light alloy to save weight, using rubber inserts for the contact faces. The tricky problem of chromium plating the aluminium was successfully overcome but it was found that casual blows could dent the base metal without damaging the plating and the appearance could be restored only by polishing out the



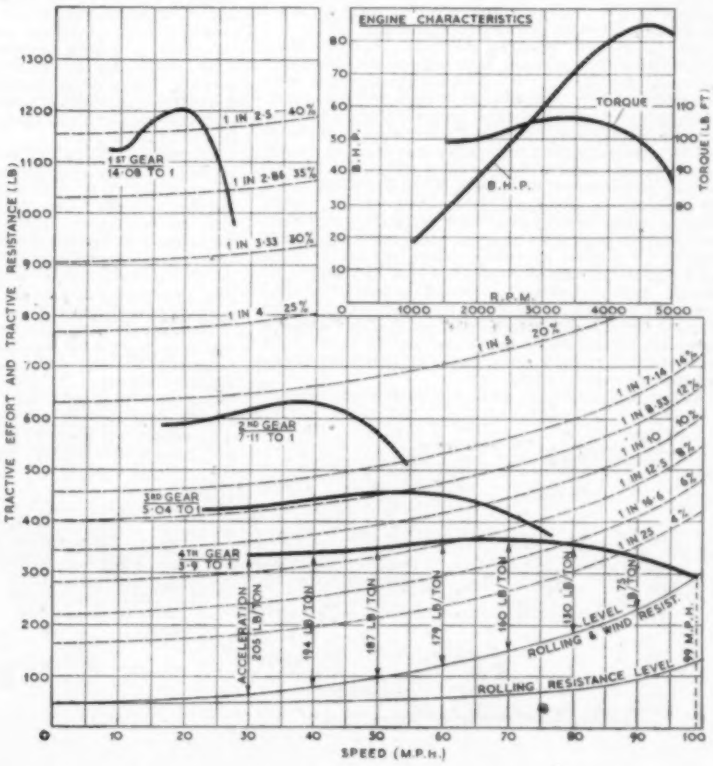
The aluminium panel unit for the front end of the 401, consisting of wings, lamp mountings and radiator cowl, about to be mounted on the body-chassis structure.

blemish and replating. The same bumpers are now used but they are painted to match the body panels and the contact faces are protected by plated steel strips, with twin overriders at front and rear. Similar difficulties killed the light alloy window frames. They, too, were chromium plated, but it was easy to damage them, even when putting the initial polish on the chromium coating, and the blemishes could not be removed without ruining the plated surface.

In the immediate post-war period, Bristol made their own suspension dampers, being unable to buy proprietary components which gave the results required, but it was very expensive to make them in the relatively small quantities needed and with the evolution of improved designs by the British component manufacturers, this activity was abandoned. Proprietary dampers are now fitted but Bristol do not attempt to save on cost or weight by skimping on the size.

The early Bristols, like other sporting cars, had fly-off handbrakes. They were delightful to use, but the difficulty was that so few people understood them. Rumour has it that this lack of understanding was shared by film stars and stevedores, producing delays to the traffic in Piccadilly, and hold-ups on the cross-Channel ferries. Reluctantly, therefore, the conventional type was substituted. Self-cancelling traffic indicators also presented a problem in view of the high-geared steering, which allows corners to be negotiated with only slight movements of the steering wheel. A time switch was therefore adopted, and faired into the facia by the co-operation of the Bristol Plastics Division.

Facia design on the first of the 401 saloons was strongly reminiscent of aircraft practice, with a bold metal panel



Performance curves for the Bristol 401 with the latest close ratio gear box. The smaller chart shows the b.h.p. and torque curves of the engine. On the larger chart the tractive effort curves are plotted for each of the four gear ratios, starting at 1,500 and finishing at 5,000 r.p.m. The dotted lines indicate the tractive resistance on various gradients, plotted against speed. The curve for level road rolling and wind resistance cuts the top gear tractive effort curve at 99 m.p.h., indicating the theoretical maximum speed. The area between these two curves indicates the surplus tractive effort available for top gear acceleration on a level road at speeds up to the maximum. Calculations are based on a car weight of 2,580 lb plus a load of 460 lb.

Bristol Background: continued

401 saloon Freighter and Sycamore.

which extended to shroud the steering column, a selection of dials and an array of lightly coloured control knobs designed for easy identification. Alas, like others before them, Bristol found that those who can afford the best cars have usually reached the stage where their zest for innovations is blunted, so knobs were eventually coloured black to make them less conspicuous and the facia panel was made in the traditional walnut veneer.

On the other hand, three features introduced on the 401, the luggage locker lid remotely controlled by a concealed button, the spare wheel carried in a cradle below the floor of the luggage locker, and the smooth-topped bonnet which can be opened from either side, have been adopted by one of the Big Six for 1952. Bristol have repaid the compliment by adopting a synchromesh unit which is easier to make and more effective than their own previous type.

Quite apart from improving the breed, the mere effort to build cars at all is, of course, beset with endless difficulties, delays and frustrations. Word comes through that steel sheet will no longer be obtainable in the sizes required, so production is replanned to utilize strip steel; meanwhile the matter is reviewed and it is decided that the amount of sheet used by a specialist manufacturer will not affect the overall national position and that much effort is wasted. Then a shortage of aluminium sheet for body panels looms ahead and a stoppage of production is threatened, until an aircraft company is discovered which is being pressed to accept more sheet than it needs, and arrangements are made to have some of its supplies diverted. Again, efforts to attract more workers are stalled by the fact that they cannot be housed. A plan is therefore evolved to turn some land into a caravan site and buy a fleet of caravans which can be allocated to workers needing homes, but the local authority has to veto this scheme on the ground that the local schools are already full and any new influx of children would overload the educational system.

Production facilities for body and chassis and are now good and more could be made if the materials were available; but the car engine works needs more space. There is a factory empty and waiting, but permits have to be obtained before it can be used and no one can predict how long that will take. So it goes on. Such difficulties are common to all British industry today, but by the constant exercise of ingenuity and improvisation it is still possible to build a car which is better than most, and the Bristol team is clearly imbued with an attitude which is both enthusiastic and independent.

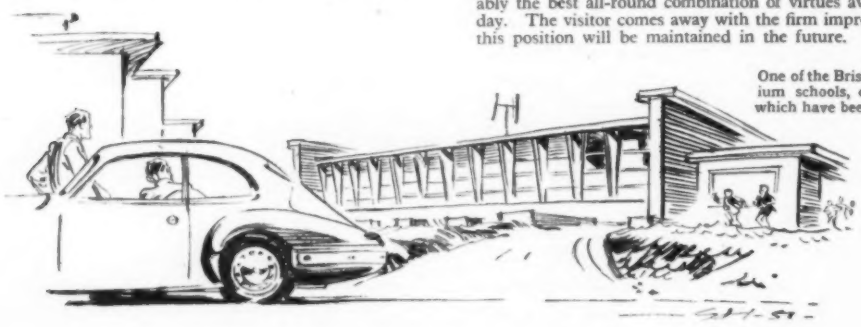
There is, for example, the matter of the paintwork, in which they take a legitimate pride. The car receives sixteen coats in all, starting with primers, fillers and undercoats, and frequent rubbing down in between. The body-chassis unit passes through the paint shop mounted on trolley wheels before it receives its interior trim, electrical system and mechanical components. This is, of course, the normal sequence, but despite the use of covers over the panels, some slight scratches and blemishes can easily occur during the final assembly, testing and adjustment. This would never do, so when the car has finally been tested and passed, all glass and bright parts are masked off and it goes through the paint shop again for a further couple of colour coats. It is given a last polish, the tools are installed, and then it is delivered to the customer or packed for export, with a finish which is as perfect as care and skill can make it.

Wind Tunnel Testing

As part of the long-term programme to maintain technical progress, the Car Division now has its own wind tunnel in which models built to one-tenth scale are tested. The scale is probably too small to yield very accurate quantitative data on drag coefficients, owing to the exaggerated effect of detail irregularities, but that is not the main object. It is intended to give quick comparative results when examining possible future body shapes, without the expense and delay of building complete cars. It is also proving useful in plotting the relationship between the centre of pressure and the centre of gravity in head winds and side winds, a factor which has an important bearing on high-speed stability. Full-scale investigations can later be carried out on the 4½-mile Brabazon runway and offer the prospect of eventually evolving a method correlating wind tunnel and road test results.

The surroundings at Filton are calculated to encourage original thought on vehicle design. The works is far from the industrial smoke of the Midlands and cars going out on test pass new and interesting types of aircraft being made ready for test flights. The feeling for good design is also having its effect on the buildings themselves. The Brabazon hangar is a breathtaking sight and an unexpected touch is the fine entrance hall in coloured stone and glass brick, with functional furniture in the contemporary idiom, all designed by the company's own architect.

The original Bristol ambition in starting the Car Division was to build a car for the connoisseur which would be fast, responsive, superbly made and generally worthy of a great aircraft tradition. In the opinion of many experienced critics it has led to the production of a car which offers probably the best all-round combination of virtues available today. The visitor comes away with the firm impression that this position will be maintained in the future.



One of the Bristol Aluminium schools, over 700 of which have been built.

How to waste £30 at the office

Just park your car all day without the protection of Bluecol anti-freeze in the radiator. Then when it's time to drive home, you stand a good chance of finding £30's worth of frost damage.

Without Bluecol your car may get through without damage. But it's more than likely that it won't. Thousands of motorists last year suffered burst radiators, cracked blocks, badly damaged cooling systems. They found that damage like that takes weeks to repair. This winter they're taking no risks. They're filling with Bluecol, against those late and biting frosts that strike when they're least expected.

Why take a chance when you've nothing to gain and a car to lose? Fill with Bluecol and know you're 100% SAFE against 35 degrees of frost for the whole of the winter.

SMITHS

BLUECOL

*the **SAFE** anti-freeze*

SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

THE INTERNATIONAL CLASS E RECORD BROKEN BY

ANTHONY CROOK

driving a 2 Litre Frazer-Nash
at an average speed of 120.13 m.p.h.

(subject to official confirmation)

On Monday, 26th November 1951, Mr. Anthony Crook set up a new International Class E Record at Montlhery, Paris, when he travelled over 200 miles at an average speed of 120.13 m.p.h. This outstanding performance was achieved in a 2 Litre (Le Mans) Frazer-Nash.

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EXACTLY THE SAME OIL AS YOU CAN BUY FROM YOUR LOCAL GARAGE

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NEWS and VIEWS

Eire Insurance Up

INSURANCE premiums in Eire were increased by 25 per cent on December 1. The previous increase was of 12½ per cent last June.

Suppressors

NO decision has yet been reached as to whether or not to make the fitting of suppressors compulsory on motor vehicles in order to prevent interference to television.

New Canadian Works

WHAT is claimed to be the largest assembly works in Canada has been planned by the Ford company for a site about 20 miles from Toronto. Eventually it will assemble all Canadian Ford vehicles.

That Limit

OVER 14,000 drivers were summoned for exceeding the speed limit in 1950, and, up to the end of October, over 13,000 summonses had been issued this year for the same offence. The Government is "most certainly not" in favour of abolishing the limit.

No Rationing

THE financial saving as a result of petrol rationing would not justify the administrative expense. This is the Government view of the situation at the moment. In stating this in the House of Commons, Mr. Geoffrey Lloyd reminded members that most of the petrol used in this country was refined in Britain, and that next year's end would see all of it supplied in this way.

U.S. Cavalier

ANY doubts in the minds of Californians about whether they can sell a British car second-hand in the U.S.A. should be dispelled following the latest development by Cavalier Motor Cars, Ltd., of Los Angeles.

Across the road from the main showrooms a used car "lot" for British cars has been started, and the firm is buying used cars of the British makes in which they deal, including Austin, Jaguar and Rootes products.

The Nineteenth

THE fish out of water has nothing on the feelings of the journalist guest at the Motor Trades Golfing Society annual dinner who knows nothing of golf. However, he speedily became aware that the nineteenth annual dinner at the Dorchester on November 29 was a West End version of the nineteenth hole of the golfer, and that the ability to appreciate good food and wine was worth more than prowess with a niblick. Speeches were witty as well as racy, the year's trophies were presented, and real regret was expressed at the absence through illness of the president, Mr. F. G. Montfort Bebb. The new president, Mr. C. S. Buckley, was chosen, and everyone present enjoyed a film of the year's M.T.G.S. events and the wit of Arthur Askey.

This workmanlike sports car is the "one off" product of Mr. A. J. W. Petty, of Cove, Hampshire, who also built his own house. The Petty Special is largely S.S.1 and S.S.100, but it also houses parts of vans, lorries and even part of an armoured car! The total cost was £250.

Clymer Journal

OWNERSHIP of *Automobile Topics*, an American motoring journal established in Detroit in 1900, has been acquired by Floyd Clymer. Mr. Clymer is best known in motoring for his publication of over 100 books on the subject.

Technical Benefit

A BEAUTIFULLY prepared, sectioned Austin A.40 chassis was recently presented to the Bolton Technical College by Southern Brothers, of Bolton, on behalf of the Austin company. It was first shown at Earls Court in 1948 and had since travelled all over Britain and the Continent.

The educational value of such equipment is very considerable and it is to be hoped that other manufacturers may decide to exhibit similar generosity. The single-cylinder stationary oil engine which is so often the "demonstrator" of some establishments is hardly a worthy machine for the modern student.

N.Y. Conference

SIR WILLIAM ROOTES, chairman of the Rootes Group, has made his first flight to the U.S.A. (after 50 crossings by sea!) to attend the first international conference in New York of European motor manufacturers.

Steel in Industry

WITH steel the limiting factor in car—and other—production, a new book called *Steels in Modern Industry* is timely. It is a comprehensive survey by 29 specialists, edited by W. E. Benbow, and published for *Iron and Steel* by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, price 42s (postage 11d). The book was planned by a committee of eminent engineers and metallurgists headed by Dr. H. J. Gough, C.B., M.B.E., M.I.Mech.E., F.R.S., who was president of the Institution of Mechanical Engineers in 1949-50.

Motoring Language

WORLD customers of the American Ford company can get immediate answers to their queries in any of 20 different languages—and, if the query arrives on a Monday, an answer in Braille will be available. Three people provide the service; an ex-Polish diplomat, a former French Resistance man, and an ex-Austrian world tour guide.

One of the most popular queries arrives regularly in French, from Quebec. In fact, since 1944, 40,000 letters have arrived from this quarter, all enquiring whether it is true that the company will give a car free upon presentation of a 1943 U.S. copper penny (The U.S., of course, did not mint any copper pennies in that year.)

Smiths in Canada

ACCESSORIES are to be made in Canada by Smiths Accessories, Ltd., who have leased 18,000 sq ft of factory space in Toronto. It is expected that the manufacture of instruments will start these later on.

New Forest

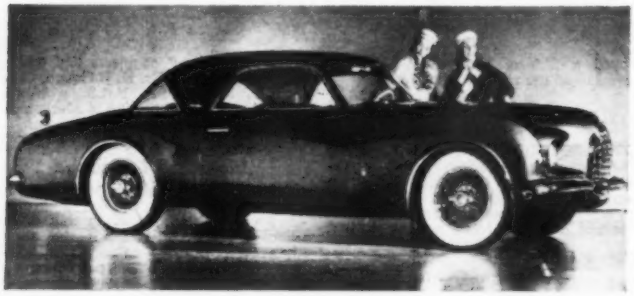
MOTORISTS in the south of England know that the famous New Forest ponies have right of way over all traffic, and also that the Forest is one of the most attractive parts of the country. There is much more to it than that, however, with the result that the Forestry Commission's Guide to the New Forest makes most interesting reading. It is nicely produced and well illustrated, with a loose folding map showing the whole area with its various enclosures. The guide is available from H.M. Stationery Office, price 2s 6d.

NEWS and VIEWS
—— continued ——

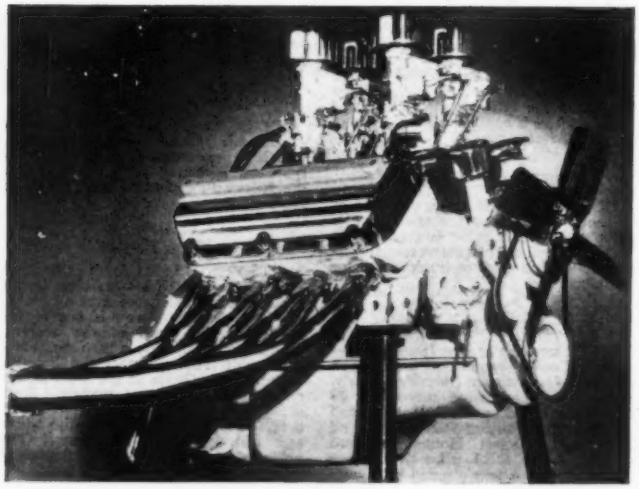
Now a Chrysler "Dream"

FOLLOWING General Motors' Le Sabre, and the Buick XP300 described on pages 1566-1568, the Chrysler Corporation have now produced the K-310 experimental car. Unlike Le Sabre, the K-310 could be produced for sale, because it is claimed that the new engine develops its 310 b.h.p. at 5,200 r.p.m. on ordinary premium petrol. However, the prototype, although designed for the new engine, is so far fitted with the 180 b.h.p. Firepower unit. The new engine is a development of the Firepower, with 8.1 to 1 compression ratio, four carburettors, larger valves, and improved inlet and exhaust manifolding.

The Chrysler corporation designed the coachwork, which was built by Ghia, of Italy, and the trend towards Continental practice is pronounced. The radiator grille and bumpers are of moderate size; little chromium plating is used for embellishment, and exposed wire wheels have been adopted.



The design of the experimental Chrysler is markedly Continental, with restrained lines, minimum ornamentation and wire wheels. Below : the K-310 engine is developed from the Firepower and is claimed to give 310 b.h.p. at 5,200 r.p.m. without supercharging. Note the four carburettors.



School for Service

SERVICE after sales is recognized by the motor industry as of prime importance in securing customer satisfaction. Accordingly the Rootes Group has opened a school at Stoke Aldermoor, Coventry, where distributors and dealers may send their service personnel for courses of instruction in the maintenance and repair of the vehicles manufactured by the Group.

In a modern building, the school is laid out on very up-to-date lines and comprises a comfortably furnished reception and common room, with spacious cloakrooms and offices for the tutorial staff adjacent and six classrooms leading off a central corridor. The furnishing and equipment of the classrooms is very comprehensive, and such modern aids to teaching as cine projection equipment are included. Indeed, the standard of the premises and equipment is comparable with that of the engineering department of a modern university.

It is a pleasing reflection on, and tribute to, the export drive that the demand for training personnel comes not only from home but from overseas distributors and dealers; accordingly the curriculum has been arranged to deal with both needs. It provides three distinct technical courses, a bodywork course, three courses on parts, and administration courses for service managers.

Technical courses are primarily the "comprehensive course" of three weeks' duration providing instruction on three subjects, engines, transmissions and suspensions, the last including steering and brakes; an "applied course" of one week which runs concurrently with each week of the comprehensive course; and a "general course" which is also of one week but occurs infrequently. The comprehensive course is suitable for foremen and skilled fitters, the applied course affords specialized instruction in each one of the subjects of the full course, and the general course is designed to give specialized instruction when a design change has been made in any of the Group's vehicles.

One classroom is devoted to engines, and demonstration units covering each of the Group's models are stripped and reassembled by the students working in pairs under the supervision of the instructor.

Another classroom is similarly equipped with gear boxes and back axles, and a third room with suspension units, steering gears, and brakes, and including wheel balancing equipment. Electrical equipment is dealt with in another specially fitted classroom and a Lucas expert attends to give the necessary instruction. Specialists on Zenith-Stromberg and Solex carburettors, Borg and Beck clutches and Girling brakes also attend as instructors in their respective spheres. At the conclusion of the courses the students take an examination in the subjects they have studied, and, if they pass, a certificate to that effect is awarded to the distributor or dealer who sponsored them.

Armstrong Siddeley Prices Up

PRICES of Armstrong Siddeley cars have now been increased. The Hurricane, Whitley and Lancaster all cost £1,110 plus £618 3s 4d British purchase tax, making a total of £1,728 3s 4d. The old total was £1,627 1s 1d.

Coachwork Success

A NOTEWORTHY success in the coachwork competition of the Institute of British Carriage and Automobile Manufacturers for cars at the Earls Court Show, which was not mentioned in the article "Coachwork Medallists" in *The Autocar*, November 16, was that of Tickford, Ltd., whose coupé body on a 3-litre Alvis chassis won a first prize for standard convertible coachwork.

Training Centre

MEMBERS of the Press were recently shown some of the pump attendant training arrangements at the Esso company's centre at Abingdon, Berkshire. Here attendants from those stations which sell exclusively Esso petrol can be trained, free of charge, in the courtesy and extra service which are part of the company's campaign for business. The firm also supplies financial aid to dealers within the scheme, and architectural advice is offered on the design and layout of their service stations.

Autocar ROAD TESTS

Outstanding is the air of quality and refinement, coupled with clean functional lines, at once suggested by the Bentley with its standard steel saloon body.

DATA FOR THE DRIVER

BENTLEY MARK VI

PRICE, with four-door saloon body, £2,875, plus £1,598 14s 5d British purchase tax. Total (in Great Britain), £4,473 14s 5d.

ENGINE: 31.5 h.p. (R.A.C. rating), 6 cylinders, overhead inlet, side exhaust valves, 92 × 114 mm, 4,566 c.c. Compression Ratio: 6.4 to 1. 22.1 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (in running trim with 5 gals fuel): 36 cwt 1 qr 18 lb (4,078 lb). Front wheels 48.6 per cent; rear wheels 51.4 per cent. LB per C.C.: 0.89.

TYRE SIZE: 6.50 × 16in on bolt-on steel disc wheels.

TANK CAPACITY: 18 English gallons. Approximate fuel consumption range, 15-17 m.p.g. (18.8-16.6 litres per 100 km).

TURNING CIRCLE: 41ft 2in (L and R). Steering wheel movement from lock to lock: 3½ turns. **LIGHTING SET**: 12 volt.

MAIN DIMENSIONS: Wheelbase, 10ft 0in. Track, 4ft 8½in (front); 4ft 10½in (rear). Overall length, 16ft 0in; width, 5ft 10in; height, 5ft 6in. Ground Clearance: 7.2in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec	40-60 sec
3.727 to 1	8.2	7.5	8.0	8.2
5.001 to 1	6.0	5.8	6.3	7.1
7.520 to 1	4.2	4.4	5.5	—
11.113 to 1	3.6	—	—	—

From rest through gears to:—

m.p.h.	sec	m.p.h.	sec	m.p.h.	sec
30	4.5	60	15.2	80	28.4
50	10.2	70	20.1	90	39.0

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	20-36	32-58
2nd	40-54	64-87
3rd	70-85	113-137
Top	100	161

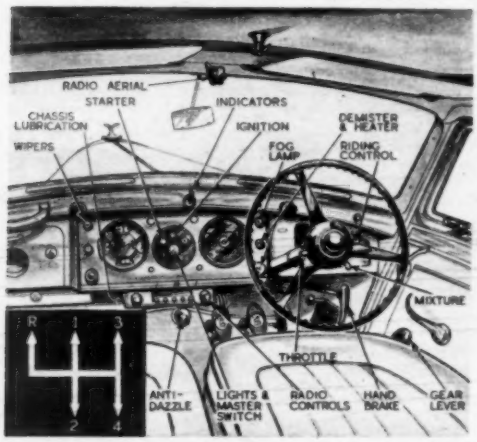
Speedometer correction by Electric Speedometer;—

Car Speedometer		Electric Speedometer m.p.h.
10	=	10.0
20	=	20.0
30	=	30.0
40	=	40.0
50	=	51.0
60	=	62.0
70	=	72.0
80	=	82.0
90	=	92.0
98	=	100.0

WEATHER: Dry; negligible wind. Air temperature 36 deg F.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of April 21, 1950.



No. 1449: BENTLEY Mark VI SALOON

THE Bentley is by no means a cheap car; in fact, it is one of the most expensive vehicles produced in any country. Although it has often been argued that it is much more difficult to produce a cheap car of relatively good quality, the very fact that this has been done must influence the design and manufacture of the expensive product. To justify itself it must be superior in every way to a less expensive car; there is little doubt that the Mark VI makes a good job of living up to the extremely high standards aimed at by the manufacturers and demanded by the purchasers. There is no room or excuse for defects of even a minor nature that would be perhaps overlooked in a car costing half the price. Briefly, it is a car for the connoisseur who can afford to pay the price.

As with the previous model tested by *The Autocar*, the present car was fitted with a standard steel saloon body, but with the new 4½-litre engine, which is basically similar to its predecessor, the 4¼-litre, except that the cylinder bore has been increased from 89 to 92 mm. This relatively small increase in engine capacity has resulted in a worthwhile gain in performance as compared with the previous engine and without any apparent increase in total weight.

When judged from outward appearances only, the Bentley has the air of a thoroughbred, and on first acquaintance with this model, even before one has actually entered the car, it creates the impression that it must go well and possess that extra something that the others lack. Once inside, the impression produced by its external appearance is substantiated by the quiet, tasteful interior which, in spite of being functional in every way, possesses a quality obtained only by craftsmanship.

There are some cars which must be driven for a considerable mileage before the driver feels at home, while in others this process takes place in a very short space of time; it is in the latter category that the Bentley is placed. Because of the general silence and smoothness there is often a sensation of gliding in, rather than driving, this car, and this attribute, in conjunction with the positive yet light operation of all the controls, reduces driving fatigue to a minimum. Even after frequent use of the clutch, as when journeying through city traffic in a rush hour, there is no noticeable fatigue or left-foot weariness. Also, incidentally, there is ample foot room at the side of the pedals, a point that is particularly appreciated by a tall driver.

These items combine to give the car an ability to cover long distances at high average speeds without much effort. For example, in the hands of *The Autocar* staff the car covered a distance of over 1,200 miles in just over a week,

The traditional Bentley radiator is of course retained on this latest model. Both front wings are deeply arched and, both being easily visible, provide useful sighting points from inside the car.

The semi-razor edge rear-end treatment is balanced by the rear wing line. The rear doors are provided with a generous wrap-over to prevent the rear passengers' clothes becoming soiled by contact with the rear wing. There is no interference by wheel spats with checking rear tyre pressures. The fuel tank filler is concealed by the flap in the left rear wing, which can be locked. One Yale key serves the whole car.

ROAD TEST . . . . . continued

most of this being done outside normal working hours. One trip of nearly 100 miles was covered in just over two hours, including the time taken driving through the built-up areas of two cities—an average approaching 50 miles an hour. On longer journeys it was possible to average 40 miles an hour including stops, as on a 250-mile journey from Cornwall to the outskirts of London.

On English roads it is not possible to obtain figures such as these unless a car has very good acceleration throughout the entire speed range. The ultimate maximum speed is not so important a factor as how quickly the intermediate speeds can be obtained, and here the Bentley records remarkably good figures; for example, 10 to 30 m.p.h. on second gear in just over 4 seconds, and 40 to 60 on top in a little over 8 seconds, and 0 to 80 m.p.h. in less than half a minute. Additional acceleration figures, not normally recorded—or even recordable on the average car—are:

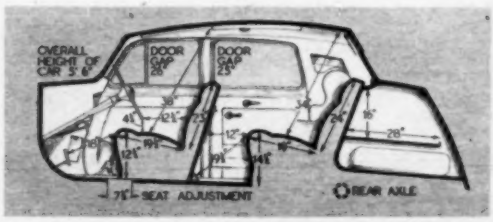
	From steady m.p.h. of	
	50-70	60-80
	sec	sec
Top	9.9	12.1
Third	8.8	—

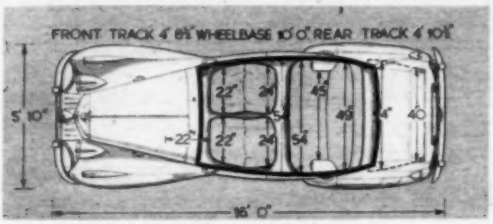
The excess power available for acceleration also gives the car extremely good hill-climbing ability. All normal main-road hills can be swiftly climbed on top gear; or, if extra urge is required, the high maximum speed on third gear permits an early change down without risk of over-revving the engine. All the acceleration data were recorded on Pool petrol of approximately 72 octane; the maximum speed shown in the table was obtained in Belgium on fuel of slightly better quality. On English roads it proved possible to see speeds of the order of 91-93 m.p.h. with comparative ease; the more traffic-free straights of Continental roads enabled the genuine 100 m.p.h. mark to be exceeded. The exceptional fact of the speedometer fitted to the car tested reading *slow* from 50 m.p.h. onwards is noteworthy.

The familiar Bentley right-hand gear change is, of course, used on this model. It is very well placed and beautifully smooth and positive in operation, although perhaps a little more room between the lever and the door trim would be advantageous. Reverse gear is obtained by depressing the knob, which permits the lever to pass into the reverse position in the gate and prevents that gear being engaged inadvertently. On the car tested a slight difficulty in engaging reverse instantly was occasionally experienced.

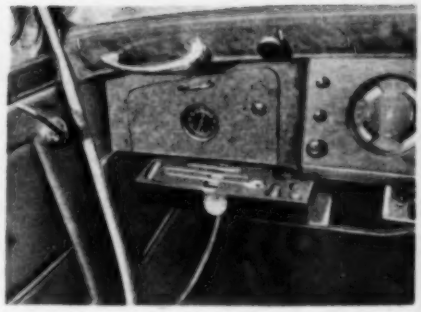
Partly, perhaps, because of the driving position, combined with a good view of the front of the car, the Bentley very quickly creates the impression that it will handle well and

The separate front seats are well upholstered and extremely comfortable. Readily detachable arm rests are fitted inside both front doors. Movable toe boards and folding picnic tables all help to increase the rear seat luxury. There is a pull down central arm rest in the rear seat. The fine woodwork and leather of obvious quality, but completely without ostentation, do much towards producing an atmosphere of well-being.





Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.



Small tools of high quality and spare bulbs are neatly housed in a small lockable drawer below the facia cupboard, which also can be locked. A passenger's grab handle is conveniently placed alongside the left-hand windscreen wiper knob. Radio is a standard fitment.

obey the wishes of the driver. Both front and rear seat riding is good. Although the ride control lever at the centre of the steering wheel enables the suspension to be stiffened if necessary, on the car tested it was considered by one experienced driver that this gave most satisfactory results in the "normal" position for both normal and high-speed driving.

The steering is light, it has a good self-centring action, and with three and a half turns from lock to lock manœuvrability in confined spaces is extremely good. In fact, it is possible to manœuvre and control this car with greater ease than applies to some considerably smaller cars. When first considering the cornering qualities a driver may be a little disappointed, but this is because of the extreme silence of the vehicle as a whole, for unless frequent reference is made to the speedometer it can easily be travelling at least ten miles an hour faster than is apparent.

The mechanical servo brakes provide remarkable retarding power and can achieve, when necessary, what appears to be almost the impossible in safe stopping; also, compared with most other braking systems, the pedal pressures required are extremely low. In fact, as one member of *The Autocar* staff put it, "You have just to breathe on the Bentley brake pedal." On the test car a certain amount of initial fierceness of braking was noticed, but this disappeared by the time the performance figures had been taken, and here it should be stated that in spite of the increased number of high-speed recordings taken during this test no brake fading was experienced. At one stage there seemed to be a certain degree of unbalance between the two front wheels, but this also appeared to right itself after a few miles.

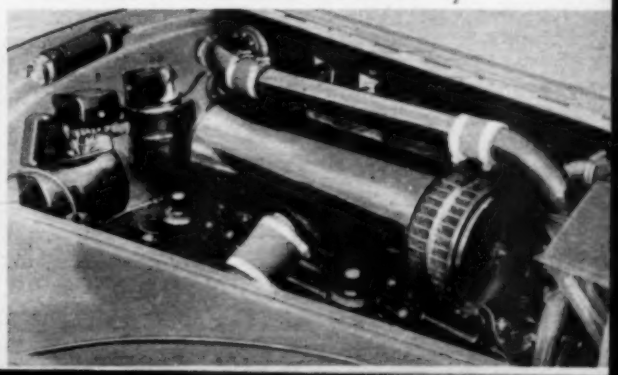
As mentioned previously, the driving position is extremely comfortable and the well-sprung cushions provide ample support where it is most needed. All minor controls are well placed, the hub of the steering wheel containing the ride control, starting mixture control and hand throttle in a neat grouping, while the others are arranged round the speedometer and the combined unit containing the fuel, oil and water temperature gauges and ammeter. A small push button on the facia panel enables the engine's oil level to be measured on the fuel gauge, while a green light warns the driver when the fuel level is getting low. This light is rather disturbingly bright at night, if one is deliberately running with a low fuel level, and certainly it attracts the attention its function demands. A rheostat control to enable the instrument illumination to be graduated would be appreciated. There is a useful map reading lamp located under the passenger's grab handle. Although the driving mirror is rather small, the rear view is satisfactory.

The detail fittings are carefully chosen to blend with the general quality of the car. For example, in the space normally occupied by the rear quarter light in a six-light saloon, interior mirrors are fitted, each of which has concealed lighting, while on the right-hand side is also fitted a cigarette lighter. All the seats are trimmed with fine leather and there is a fold-down armrest at the centre of the rear seat. The heating unit is very efficient for both front and rear seat occupants, and ensures an ample supply of warm air for passenger comfort and demisting.

For a car of this size the enclosed luggage space is limited, but the locker lid can be secured in the open position to form a platform to which extra luggage can be strapped. In spite of their relatively small diameter, the head lamps are extremely powerful and have a very good range. The single dipped lamp system for anti-dazzle purposes was fitted, yet in the dipped position it gave ample light. Starting is at all times instantaneous. The car can be driven away from cold with the minimum of fuss and the mixture control be returned to the normal position in a surprisingly short space of time; the hand throttle is a useful and now rare fitting.

Although the luggage locker has only a moderate capacity, the lid can be secured in the open position to form a platform. A separate lower compartment houses the spare wheel and tools. The current larger engined model is distinguished by the twin exhaust tail pipes.

A large intake air cleaner supplies the twin S.U. carburettors. The tube running above the air cleaner is the demister intake. A neat inspection lamp is clipped to the bulkhead above the regulator unit and can be plugged into a socket on the facia. As always, the engine is a model of good finish.



CLANDESTINE JOURNEY

Pyrenean rooftops —the summit of the Puerto de la Bonaigua at 6,786ft.

PART II—CONCLUDING THE STORY OF HOW AN S.M.1500 TOURED LEGALLY IN SPAIN WITH AN UNWITTINGLY ILLEGAL CARGO : BY MICHAEL BROWN

OUR Spanish friends were emphatic about the route which we should follow back across the Pyrenees, and the words El Puerto de la Bonaigua began to have the familiarity of Bwlch-y-Groes. *Difficile ou dangereux,* says Michelin of many kilometres of this climb, and the arrows at the summit stand at 2,072 metres (6,786ft). *Está abierto el Puerto de la Bonaigua?* The tourist office did not know, but they thought that the winter snows had not yet commenced; another caller at the office hazarded (in French) that all would be well. *"Mon avis est . . ."*

We needed no urging, and at 6 p.m. thrust the Singer out of Barcelona on the Lerida-Madrid road. That it had to get dark was a pity, for this is a scenic route of typical sierra country; until dusk we could enjoy it, after that speculating on its nature as the car climbed and descended, its head lamps occasionally throwing a bridge of light across the ravine. Under Cervera the road shot in a wide tunnel, a splendid bit of engineering, for the town is on a hill above. The surface was good and we took full advantage of the S.M.'s cornering virtues, the cry of "Jock, Snowy!" being the passengers' invariable answer to the anguished squeal of Goodyears. Just after Tárrega our road would turn right, so at 8 p.m. we found an inn by the station (dinner, bed and breakfast for three cost just over £1) and pored over the maps in anticipation of the morrow. The proprietor, also, thought that the pass was open, and a lorry driver said we should make it. It was a *mal carretera* (bad road), though. We grinned and retorted that it was a *bueno automóvil,* and at 8 a.m. subjected it to the first stretch, flat across the rich pre-Pyrenean plain to Balaguer, which provides a picturesque setting for the Rio Segre, a river we were to meet later in many guises from lake to cascade.

After Balaguer the pendulum swings of continual hairpins begin again, the preliminary climbs being up on to the Sierra del Montsech. Sierra country is soft and beautiful to the eye, hard to the touch and to the peasants who till every tillable acre of it, sometimes dizzily far up the mountains. Everywhere the rock is thrusting through the thin crust of soil, yet scrub keeps its hold, sizable trees abound, and the surface is a rock garden of lovely miniature plants. The road became bad of texture though reasonably homogeneous; red dust was joined by russet mud, for the showers were chasing over the hills. Villages clung to ledges on either side of the road and soon, in

Town and country—Barcelona (below), and Bellcaire (right), a typical village of northern Spain.

Last week the author described his journey down to Barcelona for the Spanish Grand Prix. This week he relates the excitements of the high road home

Terrace by the Rio Segre —a colourful row in Balaguer.

"Mighty rocks, the size of a house, that had been tossed haphazardly into the stream." The line of the road is visible just above the right-hand slab.

the far distance, the first of two lakes shimmered, some miles before the town of Tremp.

It was some time before we reached that lake, and hardly had we begun to discuss the inaccuracy of Michelin over the extent of the waters than we plunged into a gorge. Surfeited with loveliness, we could still gasp at this, as we gasped again at a later gorge near Sort. But first the S.M. ran through a road tunnel, on the outside of which great Gothic arches had been hewn in the rock to allow the light to penetrate; it was motoring up the nave of a cathedral. Then we emerged into something that was Doré and Disney all in one; Doré for the frightening suspension of great crags over the road, for the thunderous amplification of the passage of the waters through the valley, and for the mighty rocks, the size of a house, that had been tossed haphazardly into the stream bed at some past date: Disney for the fantastic colouring of the trees and shrubs that clung to the cliffs, the Gruyère cheese effect of the cliff face where water insisted on seeping through over a great area, and which lush grass stained with green and yellow, and for the ruins of a sugar-loaf bridge that had once carried the mule track over the torrent. By lingering in these gorges we sacrificed a lunch stop, never more willingly, but that was remedied by the purchase of chocolate and bananas, and sugared almonds, at a little shop in Tremp; at this town we also filled the tank, brim full.

It was nearly four o'clock by the time we reached the beginnings of the main climb. We had been delayed again by admiration of a monastery that was a mass of mosaic in Pobla de Segur, by the last petering out of the railway with an Emett constructional train high on the final embankment, by a hundred and one things that diverted, attracted, fascinated.

"Turn sharp left in Esterri de Aneu," I said, and J. A. C., who was driving, nodded. Esterri was high, paradoxically, in the floor of the valley, but it was the floor, and the road to the left was the stairway. It shot up in a couple of hair-

CLANDESTINE JOURNEY: continued

Beginning of the pass. The road winds out and up from Esterri de Aneu.

Rewards for informers—the little girls in Tremp had pointed out that the post-box was inside a shop on the left.

pins, and there was Esterri, of toylike dimension, peacefully smoking below.

The pass began to deteriorate, and after Valencia de Areo—a huddle of houses, grey under a shower—it became a track. The outside edges lost their protective wall, tipping indeterminately down a hillside that was precipitous at times. The white emptiness above began to reach clammy, wet fingers down to the car, the drifts encroaching on the track at the corners so that J. A. C. was forced out to the edge in order to retain a gripping surface. "I'm glad there are chains in the back," he remarked.

At about 5,000ft Michelin marks a refuge. We observed the stark, stone walls and decided that it *might* be under certain conditions. The snow was deeper now, and by great good fortune the fresh tracks of a be-chained lorry ploughed through it. By following the tracks our way was eased, although the Singer was pushing snow up in great heaps with its frontal bumper and valance. Second gear . . . then first, with the back wheels spinning. Drift after drift was just conquered.

The left-hand edge became sheer space for a long distance; the inside of the road was under four feet of snow. The Singer edged out until I seemed to be suspended over eternity. "There is," I said, with an attempt at jocularity, "very little over this side." J. A. C. nodded, and was forced to edge the Singer out still farther a moment later. I looked down. Far below, sticking starkly out of the white floor of the ravine, were four wheels and the under-skeleton of a car. "There is, however," I added, "an overturned motor car 'way down." After that, we could sympathize when we discovered that Dora, sandwiched dormouse-like between, perhaps, the Mad Hatter and the March Hare, was shutting her eyes on the hairpins.

Over the farther side of the valley, nature hung menacingly in a great black cliff hundreds of feet high, the rough-hewn base for peaks of the 9,000ft variety. Under the leaden sky the scene was intimidating in the extreme, and the white veins of a cascade, split and shattered by the wet, black rock, held only the tragic beauty that drives the observer into melancholy. We did not dare stop to use the cameras, for it was essential to maintain way on the car.

In the end we lost it. The summit was in sight, and our spirits were lifting with the thought, when a little more gradient, a little more snow, defeated the willing Singer. I jumped out while the car was still moving and thrust on the back, sliding and slithering in the snow. The wind was icy and damp. The wheels spun helplessly with a whine of protest from the differential.

Suddenly I became aware of Spanish voices, and looked up in great relief to find two peasants leaving their mules to help. J. A. C. eased back to get a run at it. The tyres showered snow over the three of us, and then at last the car reached clear track again. The old peasant nearest to me pointed to the snow and said something. I caught *otro . . . poco . . . nieve*, and hopefully translated that there was little snow over the other side. We thanked them heartily and watched them go off down the pass with the ineffable sadness that one feels when a momentary friend leaves for ever. And then we were back in the warm car, up and over the

top, and, indeed, there was little snow on the other side.

But it was a desolate roof of the world, with only the ghost peaks under the evening sky for company. Here we could stop with safety, and later we could glide down singing and satisfied. The valley took on warmth and autumn colour again: there were houses, people, road-menders. And then a barrier across a road to the left, guarded, and a kilometre down the road the customs post and police.

"You take the passports up," said J. A. C., "while I get the carnet stamped." I climbed the wooden stairs. "*Policía.*" I knocked and entered. The police officer, a small, young man in mufti, examined the passports. "*Entrada?*"

"*No, señor; salida.*"

It must be *entrada*, he insisted. I asked him if he could use French. He agreed, and pointed out that we must be *entering* Spain, because our passports showed no entry stamp. But, I protested, we had complied with all that we were asked to do at Puigcerdá. We had been stopped on the road once; our passports had been taken to the police by the Barcelona hotel. "If you had been stopped by the right men," he retorted, though not unkindly, "they would have looked at your passports, seen that you had entered Spain clandestinely, and then . . ." He dropped his hands to his hips and imitated the stutter of machine gun shots.

This was cheerful. I went and called J. A. C. In the meantime the police officer was ringing right and left. The light faded in the little room and the electric light made a dim substitute.

Neither In Nor Out

Finally the officer turned from the 'phone and shrugged. "You have not entered Spain, therefore you have not left Spain. Your car has entered, but you . . . oh well. You are going over the Col du Portillon?"

We took our unstamped passports. Back up the road the barrier lifted, and the car swept up the rough gradient of the Portillon. Fallen trees and rocks made the way hazardous, and once again the head lamps went far out over space when the trees allowed them. At the top, 5,000ft in a few minutes, the Spanish frontier guards came out of their smoky wooden hut amongst the pines and scrutinized us. The red embers in an old steel barrel glowed through the door. The lines of Walter de la Mare came to me, inaptly:

"Is there anybody there?" said the traveller,
Knocking on the moonlit door.

Monastery garden in Pobla de Segur. The buildings were a mass of mosaic, no doubt resulting from the skill of a firm of mosaic specialists that faced them across the road.

"*Adios, señores!*" and the S.M. shot through the uplifted barrier. The French had left their barrier up and gone down the pass to civilization at Bagnères-de-Luchon. We followed them, and stopped at their post at the entrance to the town. Dear old France! They welcomed us, took us down to the town, hunted up the police (who had knocked off) and got our passports stamped. They told us that we would be comfortable at the Hotel de Bordeaux. They tut-tutted at the fallen trees, but, *messieurs*, there had been snowstorms. . . .

But France's eyes are sharp, none the less. The copy of a telegram in the office showed that if a certain gentleman from Britain, believed to be touring in a Minx, tried to re-enter Spain by the Col du Portillon, he would be *apprehended and held*. . . .

How the S.M. tore north is another story. How that car was hard-driven, day after day, without the slightest protest, is a matter for affection in one's motoring heart. How we stopped, by chance, at a delectable hotel—the Grand in Parthenay—must be told elsewhere. How sunny memories of Spain and France come back on chilly evenings is the stuff of touring.

"What is *de-B.* in this instance?" asked the driver, spotting a signpost on the route north.

"De bee, sah," replied the navigator, "is de t'ing dat flits from flowah to flowah." At that there were hysterics, and on that sunny note shall our illegal journey through Spain end. It is, I insist, an adventure story.

Envoi—10 a.m. sunshine in Norman Parthenay, France. By 10 p.m. the Singer was in Dunkirk, over 400 miles away.

XP 300

THE SECOND GENERAL MOTORS CAR FOR LONG-TERM EXPERIMENT

A prominent feature on the side of the experimental Buick is the panel of plated louvres. Some of them form exits for hot air from the engine compartment and some of them act as air extractors for the cockpit, controllable from inside the car.

FOLLOWING the appearance of Le Sabre in Paris and other European centres, the Buick division of General Motors has recently organized public showings of its own experimental laboratory car, the XP300, in the United States. Both Le Sabre and the XP300 resulted from a co-operative experimental programme inaugurated several years ago by Mr. Charles A. Chayne, vice-president of General Motors in charge of engineering staff, and Mr. Harley J. Earl, General Motors vice-president in charge of styling. The project involved building two experimental cars, the XP300 and Le Sabre. Mr. Chayne, who was formerly chief engineer at Buick, undertook to evolve the mechanical features for both cars and to supervise the body styling of the XP300, while Mr. Earl undertook the styling of equipment of Le Sabre.

Both cars have the same type of supercharged V-eight engine with inclined overhead valves in hemispherical combustion chambers operated through push-rods from a single camshaft in the centre of the V, and both employ the same type of transmission with a modified Buick Dynaflow torque converter mounted at the rear and driving the rear wheels. Both cars have De Dion rear axles with coil springs as the suspension medium, but they differ in their front suspensions, the XP300 having double wishbones and torsion bars whereas Le Sabre uses double wishbones and rubber torsion units incorporated in the pivots of the upper wishbones.

That U.S. Look

In general outline the two cars are similar, both being versions of the American stylist's conception of a sports car, with long sweeping tail fins, which on Le Sabre house the fuel tanks. The tanks on the XP300 are carried behind the seats. On one side is the tank for high octane petrol and on the other side is a tank for methyl alcohol, which is fed into the supercharger through a separate carburettor to act as an anti-detonant during full-throttle operation. The most obvious external differences between the cars are that Le Sabre conceals its head lamps behind a swivelling grille and has a bonnet which opens alligator fashion, bringing with it the tops of the wings, the whole assembly being hinged at the scuttle, whereas the XP300 has the whole bonnet and wing assembly built in one unit in the manner employed on the Jowett Jupiter and Aston Martin, and the assembly is hinged just above the front bumper, lifting forwards to give access to the power unit, steering and suspension. Head lamps and parking lamps on the Buick are mounted in the normal position but are recessed in air intake grilles which augment the flow of cool air to the engine compartment.

With a bore and stroke of 82.5 mm the experimental o.h.v. engine is a square unit with a swept volume of just over 3½ litres, and with the aid of the belt-driven displacement supercharger it is said to develop 300 b.h.p., a figure which should ensure a fairly startling performance. It is, therefore, not surprising to hear that special tyres of 7.10in section have had to be developed for the car and that the occupants are provided with safety belts.

Between the engine and the Dynaflow torque converter mounted in the rear is a reduction gear giving a drop of 11 per cent in input r.p.m., the experimental engine being capable of a considerably greater speed range than the larger Buick straight eight engine in current production. In unit with the torque converter is the spiral bevel final drive, the whole assembly being supported on one of the frame cross members by rubber mounting. The drive to the rear wheels is through two exposed shafts with pot-type universal joints at the inner ends and the normal Hooke-type joints at the outer ends. The De Dion axle beam passes behind

the transmission casing and location is by two longitudinal radius arms with rubber mountings.

Considerable thought has obviously been given to providing brakes capable of matching the car's performance. The front brakes are conventionally mounted adjacent to the wheels and the rear brakes are mounted inboard on the transmission casing. There are tandem shoes and separate cylinders for each pair. Linings are split into segments on the current Buick principle with three bonded sections on each shoe. This is to provide an escape route for grit and dust which would otherwise score the drums. The linings are 1¾in wide and provide a lined area of 50 sq in per wheel. The front brake drums are finned and a forced air flow is induced over the linings by means of centrifugal fans attached to the edges of the drums. The rear drums have circumferential finning and are cooled by the air flow under the car. The steering gear is ball bearing worm and nut, made by Saginaw, and a three-spoke wheel is used with a diameter of 18 inches.

The chassis frame is of normal box-section construction and to it is welded the frame of the body, making one rigid unit. A fundamental difficulty with open and convertible cars is, of course, the loss of torsional rigidity resulting from the door opening and this has been tackled on the XP300 by providing hydraulically operated steel bolts which slide into place when the doors are closed, much like the locks on the door of a safe, thus making the door a part of the body-frame structure, contributing its share towards overall stiffness. Body panels are heat-treated aluminium.

Extensive use is made of hydraulic mechanisms throughout the design. Apart from the door locks and automatic windows, hydraulic rams are fitted for the sliding and height adjustments on the seats, for raising the bonnet and for opening and closing the scuttle ventilators. Features which are new to America, but have been found on British cars of quite modest price since some years before the war, are a steering column adjustable for length and four-wheel hydraulic jacks which can be operated from a switch on the instrument panel. The windscreen is made of the Easy-Eye anti-glare glass, which is already available as an optional extra on current Buick cars, and which has a tinted area at the top.

Aircraft inspiration is evident throughout the styling and the tail has a long tapered form finishing in a circular motif recalling the jet outlet of a modern aircraft. On the Buick this circle houses a reversing lamp. A plated moulding down the centre of the tail conceals hinges which permit the luggage compartment to be opened from either side of the car, recalling the old-style bonnets which have in recent years been superseded by the alligator type. The two exhaust pipes discharge through rounded overriders on the rear bumper. The

BUICK XP300 SPECIFICATION

Engine.—V-eight 82.5 × 82.5 mm (3,523 c.c.), o.h.v. push rod. Compression ratio 9 to 1. Roots-type supercharger, belt-driven, fed by two horizontal aircraft-type carburettors. 300 b.h.p.

Transmission.—Drive through reduction gear of 1.12 to 1 (approx.) to Dynaflow torque converter in unit with spiral bevel final drive at rear. Planetary gear reverse. Axle ratio 3.6 to 1.

Suspension.—Independent front by wishbones and torsion bars. De Dion rear with coil springs and radius arms.

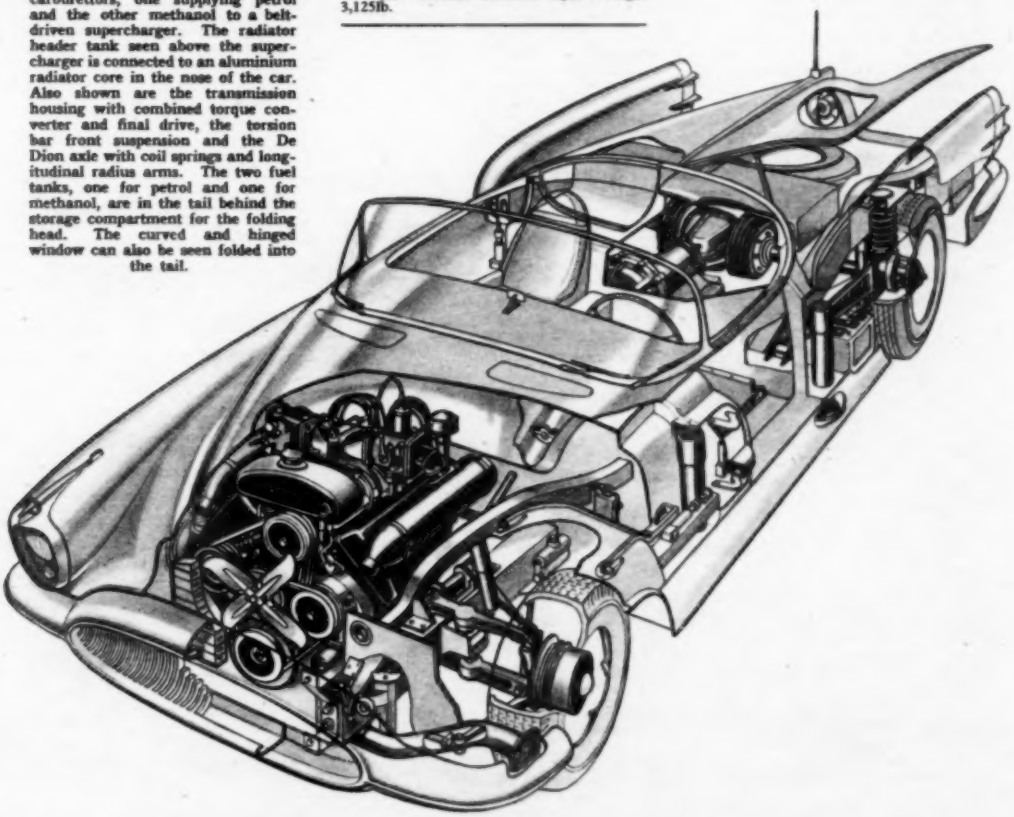
Brakes.—Hydraulic with tandem shoes and double operating cylinders. Lining area 200 sq in. Rear brakes inboard on transmission housing

Fuel System.—Separate tanks and carburettors for petrol and methanol, the latter automatically introduced when engine load requires it.

Tyres and wheels.—7.10—15in tyres on bolt-on steel wheels.

Electrical Equipment.—12 volt.

Main Dimensions.—Wheelbase 9ft 8in, overall length 16ft 0½in, width 6ft 8in, height 4ft 5¼in. Ground clearance 6¼in. Weight 3,125lb.



Shown in the cutaway drawing is the V-eight o.h.v. engine with twin carburettors, one supplying petrol and the other methanol to a belt-driven supercharger. The radiator header tank seen above the supercharger is connected to an aluminium radiator core in the nose of the car. Also shown are the transmission housing with combined torque converter and final drive, the torsion bar front suspension and the De Dion axle with coil springs and longitudinal radius arms. The two fuel tanks, one for petrol and one for methanol, are in the tail behind the storage compartment for the folding head. The curved and hinged window can also be seen folded into the tail.

A prominent feature on the side of the experimental Buick is the panel of plated louvres. Some of them form exits for hot air from the engine compartment and some of them act as air extractors for the cockpit, controllable from inside the car.

FOLLOWING the appearance of Le Sabre in Paris and other European centres, the Buick division of General Motors has recently organized public showings of its own experimental laboratory car, the XP300, in the United States. Both Le Sabre and the XP300 resulted from a co-operative experimental programme inaugurated several years ago by Mr. Charles A. Chayne, vice-president of General Motors in charge of engineering staff, and Mr. Harley J. Earl, General Motors vice-president in charge of styling. The project involved building two experimental cars, the XP300 and Le Sabre. Mr. Chayne, who was formerly chief engineer at Buick, undertook to evolve the mechanical features for both cars and to supervise the body styling of the XP300, while Mr. Earl undertook the styling of equipment of Le Sabre.

Both cars have the same type of supercharged V-eight engine with inclined overhead valves in hemispherical combustion chambers operated through push-rods from a single camshaft in the centre of the V, and both employ the same type of transmission with a modified Buick Dynaflow torque converter mounted at the rear and driving the rear wheels. Both cars have De Dion rear axles with coil springs as the suspension medium, but they differ in their front suspensions, the XP300 having double wishbones and torsion bars whereas Le Sabre uses double wishbones and rubber torsion units incorporated in the pivots of the upper wishbones.

That U.S. Look

In general outline the two cars are similar, both being versions of the American stylist's conception of a sports car, with long sweeping tail fins, which on Le Sabre house the fuel tanks. The tanks on the XP300 are carried behind the seats. On one side is the tank for high octane petrol and on the other side is a tank for methyl alcohol, which is fed into the supercharger through a separate carburettor to act as an anti-detonant during full-throttle operation. The most obvious external differences between the cars are that Le Sabre conceals its head lamps behind a swivelling grille and has a bonnet which opens alligator fashion, bringing with it the tops of the wings, the whole assembly being hinged at the scuttle, whereas the XP300 has the whole bonnet and wing assembly built in one unit in the manner employed on the Jowett Jupiter and Aston Martin, and the assembly is hinged just above the front bumper, lifting forwards to give access to the power unit, steering and suspension. Head lamps and parking lamps on the Buick are mounted in the normal position but are recessed in air intake grilles which augment the flow of cool air to the engine compartment.

With a bore and stroke of 82.5 mm the experimental o.h.v. engine is a square unit with a swept volume of just over 3½ litres, and with the aid of the belt-driven displacement supercharger it is said to develop 300 b.h.p., a figure which should ensure a fairly startling performance. It is, therefore, not surprising to hear that special tyres of 7.10in section have had to be developed for the car and that the occupants are provided with safety belts.

Between the engine and the Dynaflow torque converter mounted in the rear is a reduction gear giving a drop of 11 per cent in input r.p.m., the experimental engine being capable of a considerably greater speed range than the larger Buick straight eight engine in current production. In unit with the torque converter is the spiral bevel final drive, the whole assembly being supported on one of the frame cross members by rubber mounting. The drive to the rear wheels is through two exposed shafts with pot-type universal joints at the inner ends and the normal Hooke-type joints at the outer ends. The De Dion axle beam passes behind

the transmission casing and location is by two longitudinal radius arms with rubber mountings.

Considerable thought has obviously been given to providing brakes capable of matching the car's performance. The front brakes are conventionally mounted adjacent to the wheels and the rear brakes are mounted inboard on the transmission casing. There are tandem shoes and separate cylinders for each pair. Linings are split into segments on the current Buick principle with three bonded sections on each shoe. This is to provide an escape route for grit and dust which would otherwise score the drums. The linings are 1¾in wide and provide a lined area of 50 sq in per wheel. The front brake drums are finned and a forced air flow is induced over the linings by means of centrifugal fans attached to the edges of the drums. The rear drums have circumferential finning and are cooled by the air flow under the car. The steering gear is ball bearing worm and nut, made by Saginaw, and a three-spoke wheel is used with a diameter of 18 inches.

The chassis frame is of normal box-section construction and to it is welded the frame of the body, making one rigid unit. A fundamental difficulty with open and convertible cars is, of course, the loss of torsional rigidity resulting from the door opening and this has been tackled on the XP300 by providing hydraulically operated steel bolts which slide into place when the doors are closed, much like the locks on the door of a safe, thus making the door a part of the body-frame structure, contributing its share towards overall stiffness. Body panels are heat-treated aluminium.

Extensive use is made of hydraulic mechanisms throughout the design. Apart from the door locks and automatic windows, hydraulic rams are fitted for the sliding and height adjustments on the seats, for raising the bonnet and for opening and closing the scuttle ventilators. Features which are new to America, but have been found on British cars of quite modest price since some years before the war, are a steering column adjustable for length and four-wheel hydraulic jacks which can be operated from a switch on the instrument panel. The windscreen is made of the Easy-Eye anti-glare glass, which is already available as an optional extra on current Buick cars, and which has a tinted area at the top.

Aircraft inspiration is evident throughout the styling and the tail has a long tapered form finishing in a circular motif recalling the jet outlet of a modern aircraft. On the Buick this circle houses a reversing lamp. A plated moulding down the centre of the tail conceals hinges which permit the luggage compartment to be opened from either side of the car, recalling the old-style bonnets which have in recent years been superseded by the alligator type. The two exhaust pipes discharge through rounded overriders on the rear bumper. The

BUICK XP300 SPECIFICATION

Engine.—V-eight 82.5 × 82.5 mm (3,523 c.c.), o.h.v. push rod. Compression ratio 9 to 1. Roots-type supercharger, belt-driven, fed by two horizontal aircraft-type carburettors. 300 b.h.p.

Transmission.—Drive through reduction gear of 1.12 to 1 (approx.) to Dynaflow torque converter in unit with spiral bevel final drive at rear. Planetary gear reverse. Axle ratio 3.6 to 1.

Suspension.—Independent front by wishbones and torsion bars. De Dion rear with coil springs and radius arms.

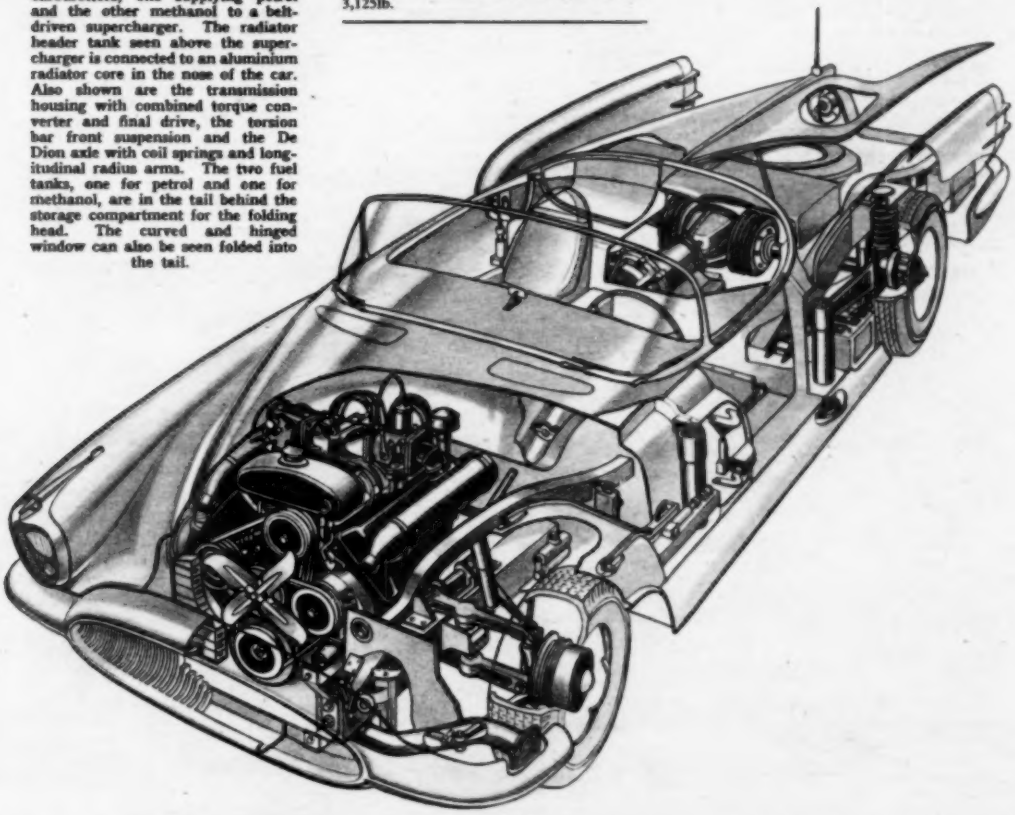
Brakes.—Hydraulic with tandem shoes and double operating cylinders. Lining area 200 sq in. Rear brakes inboard on transmission housing

Fuel System.—Separate tanks and carburettors for petrol and methanol, the latter automatically introduced when engine load requires it.

Tyres and wheels.—7.10—15in tyres on bolt-on steel wheels.

Electrical Equipment.—12 volt.

Main Dimensions.—Wheelbase 9ft 8in, overall length 16ft 0½in, width 6ft 8in, height 4ft 5¼in. Ground clearance 6¾in. Weight 3,125lb.



Shown in the cutaway drawing is the V-eight o.h.v. engine with twin carburettors, one supplying petrol and the other methanol to a belt-driven supercharger. The radiator header tank seen above the supercharger is connected to an aluminium radiator core in the nose of the car. Also shown are the transmission housing with combined torque converter and final drive, the torsion bar front suspension and the De Dion axle with coil springs and longitudinal radius arms. The two fuel tanks, one for petrol and one for methanol, are in the tail behind the storage compartment for the folding head. The curved and hinged window can also be seen folded into the tail.

The luggage compartment can be reached from either side by panels which lift along a central hinge, but carrying capacity has been sacrificed for the sake of a dramatic tail line recalling aircraft shapes. A reversing lamp is mounted in the centre of the "jet outlet" and above it is a retractable radio aerial. Tail lamps and direction signals are mounted in the ends of the tail fins.

XP 300 . . . . . *continued*

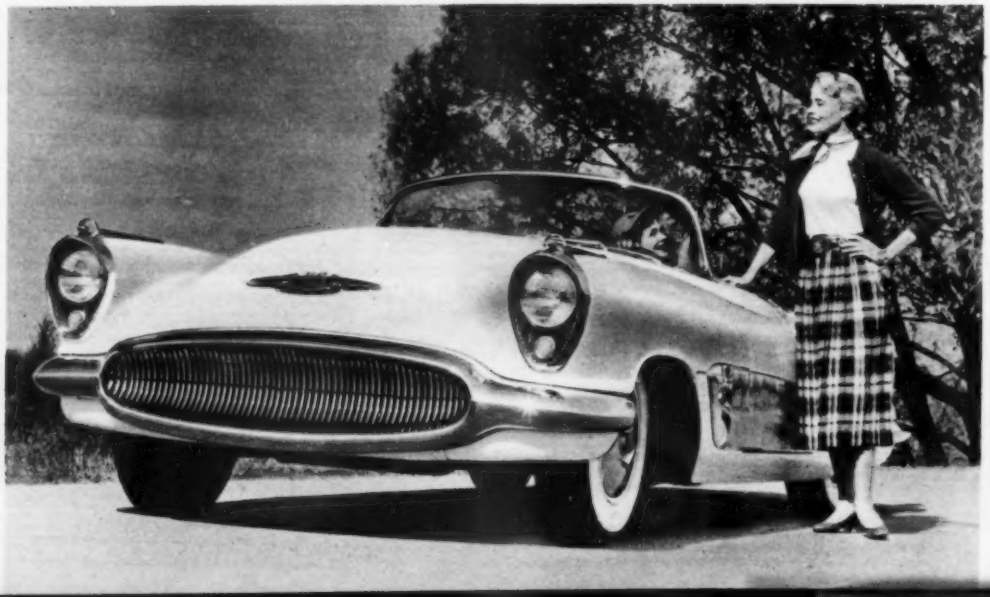
folding top may be removed completely and stowed in a compartment behind the seats and there is an arrangement by which the rear window can be lowered, leaving the hood in position to combine ventilation with shelter from the sun in very hot weather.

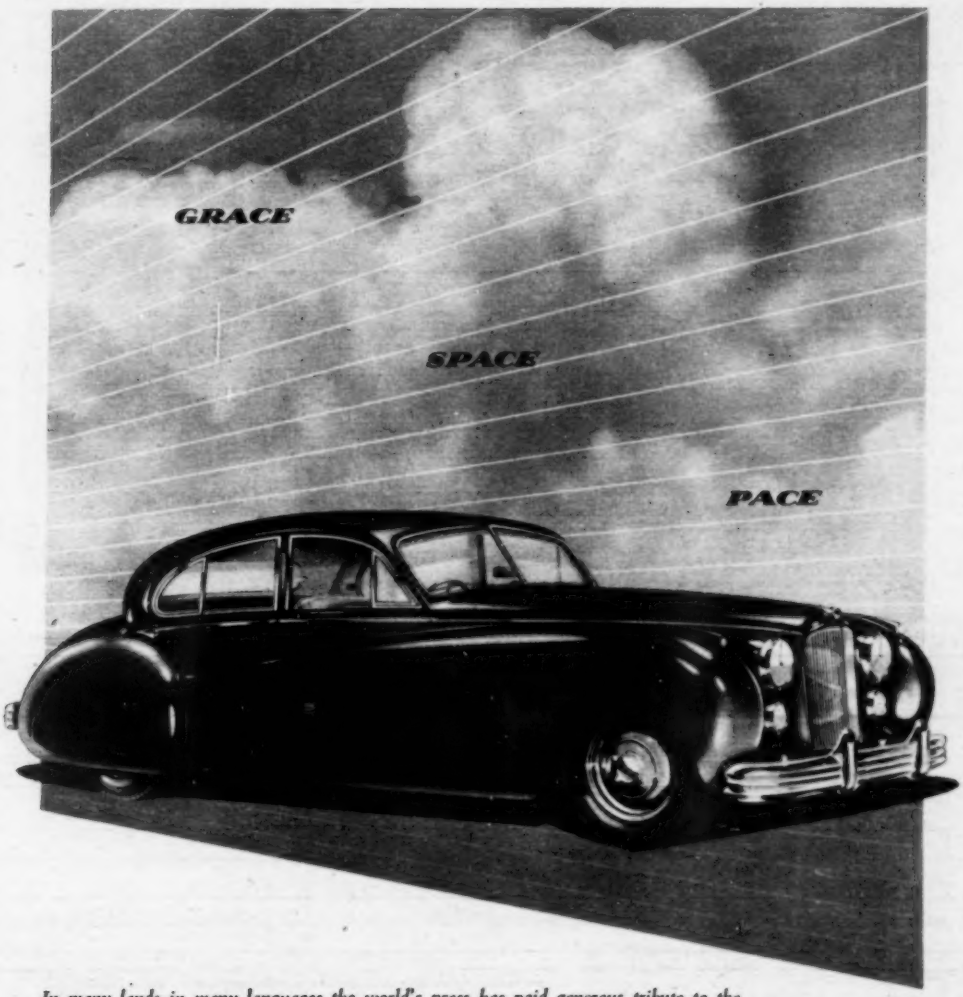
The most striking feature externally is the long panel of plated louvres right along the side, and these are not solely ornamental. Those at the front and some of those on the door provide an exit for hot air from the engine compartment, while the louvres on the rear part of the door assist in extracting air from the passenger compartment and can be controlled by the driver or passenger. The car has two separate seats, the back of the driving seat being tapered to allow adequate elbow room for quick steering.

Instruments, which are deeply recessed under a cowl, include a combined speedometer and rev counter mounted directly in front of the driver. Other instruments are mounted on a pedestal which separates the two occupants from each other. They include a clock which is combined with a stop watch and an elapsed time stop watch. There are a boost pressure gauge connected to the manifold, an oil pressure gauge, water temperature, battery gauge and two dual-purpose level gauges. One of these normally shows the petrol level, but by pressing a button it will show the amount of alcohol in the supplementary tank, and the other indicates engine oil level, but by pressing a button it will show oil level in the transmission. "Black light" is used so that the instruments produce a non-distracting glow at night. The interior is finished with blue leather and chromium, contrasting with the cold blue-white finish used for the exterior.

There is, of course, no intention to market such a car. It is purely a means of giving a practical test to ideas which may be of future interest. Meanwhile it is gaining a great deal of publicity for the company which built it.

The front of the XP 300 marks a definite trend in current American design with an air intake incorporated as part of the bumper. The bars of the grille are given a concave shape to protect them from casual damage. The windscreen is deeply curved at the sides and the upper portion is tinted to reduce glare. Because of the sharp screen curvature, four wipers are necessary.



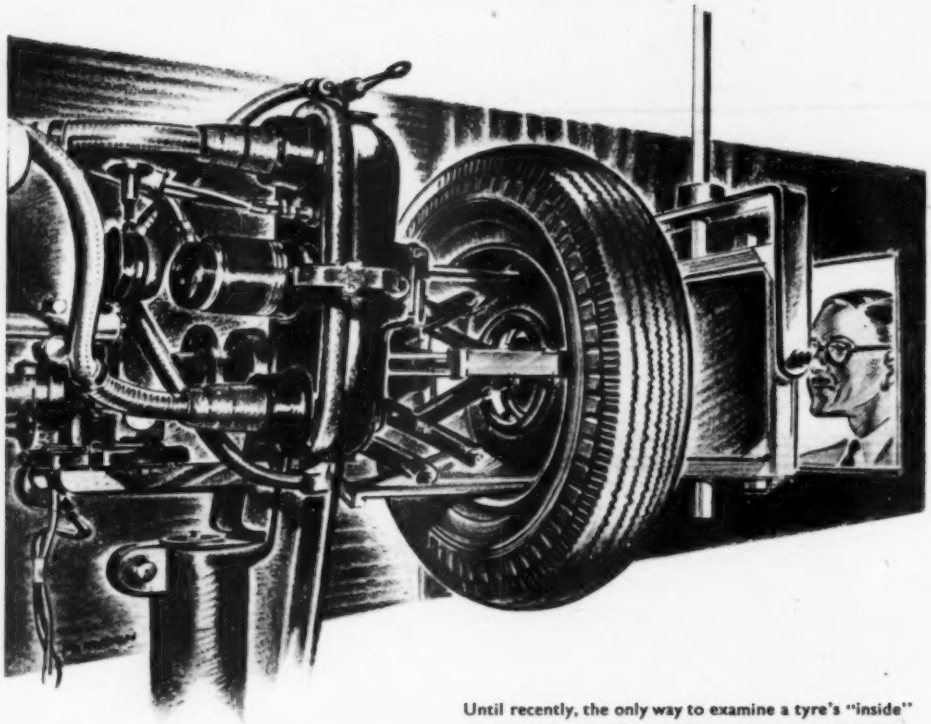


In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty . . .[1] remarkably modern, yet in impeccable good taste.[2] Its roomy body seats six in comfort.[3] Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.[4] With its famous XK120 engine, it can do a hundred plus miles an hour.[5] Britain's most outstanding car—and the fastest.[6]"

1. LE MATIN, PARIS 2. LE MONDE, PARIS 3. THE QUEEN 4. DAILY TELEGRAPH 5. NEW YORKER 6. DAILY HERALD

JAGUAR

Powered by the world-famous XK120 engine



THE INSIDE STORY

Until recently, the only way to examine a tyre's "inside" was to tear it apart. This was destructive and not always reliable. Dunlop research workers have therefore harnessed ultrasonic waves and X-rays into the service of the tyre examiner. These show him quickly and accurately what his own eyes cannot see, the inside structure of a tyre. X-ray examination now means as much to the tyre-scientist as it does to the surgeon. The method used at Fort Dunlop provides a clear and detailed picture of the structure without any need to damage the tyre. Studying these pictures is a valuable addition to normal inspection. Where a permanent record is needed, or for research, the picture is photographed, and usually thrown on a fluorescent screen for direct inspection—as shown above. X-ray viewing, another advance made possible by the Dunlop Research Centre's work, is typical of many tests introduced by Dunlop to secure and safeguard the high quality of your tyres.

DUNLOP RESEARCH

helps to give the world the Master Tyre

1184/174

TALKING OF SPORTS CARS . . . No. 343

TYPE 57 BUGATTI (MODIFIED)

MUCH LIGHTENED AND DEVELOPED

MANY Bugattis have been described in this series in the past, but that was before the birth of the XK120 Jaguar. Can they still be described now and bear direct comparison with modern Jaguars as unsupercharged sports cars? The answer is, of course, yes! Obviously a pre-war Type 57 S (3.3-litre unsupercharged sports model), properly prepared with a lightweight body such as that gracing R. C. Symondson's car, can and does give standard XK120s plenty to think about. But this type is a very rare animal, there being only four in the country, and as such is apt to be surprisingly expensive. This state of affairs therefore, whilst being fairly satisfactory to Symondson, hardly helps would-be Bugatti owners to find the answer to the Jaguar problem.

There is, however, a much cheaper solution. I spent a long time looking and finally decided: (a) There really was not all that difference between a touring Type 57 Bugatti and a 57 S, at double the price, if one could steel oneself to the ruthless use of a hacksaw; (b) It would be a nice change and very comfortable to race a touring Bugatti as a sports car—I had previously competed in that flexible class with a Type 51 supercharged Grand Prix model! And (c) I could not afford a Type 57 S in any case.

Out Hacksaws

The result was much thought, many measurements, about one hundred sketches and a visit to Molsheim. The visit, in these times of austerity, was not essential, but having made up one's mind exactly what one was going to do it was quite pleasant to be told by the factory, "Why ever not? The engines are basically similar. Why waste money on a 57 S?" It was also worth while in that I came back with the moral courage necessary for the drastic use of my hacksaw on one of the last of *Le Patron's* models and with catalogues showing the Type 57 S with one, two and four carburettors, all shapes of radiator, many sized wheels and all types of body. At least the child of my creation could not fail to become a standard production car to all but the most pernickety race organizer.

The next step was to find a Type 57 touring car which looked and sounded sufficiently tired for my purse. One, a drophead coupé, was eventually found that surpassed all expectations; it most certainly looked the part and did not even sound at all! May the soul of the last owner rest in peace undisturbed by reprimands from Ettore for driving a "modern" Bugatti to, and in, such a condition. The last journeys must have been nightmares.

This does not take long to write but the subsequent work really took quite a while. It was all remarkably simple—every nut and bolt had to come apart; the body and all unnecessary fittings had to be sold or, if unsaleable, thrown away, and the chassis had to be cut, plated, welded and built up, or rather down, to the appropriate 57 S specification. I cheated only once, and that was on wheelbase, which I could not resist shortening to one inch less than the factory dimension. (If the need ever arises I will hold one end of the tape measure or, alternatively, will discuss at length the effects of relative humidity on the lengths of tape measures!)

The chameleon process continued throughout the building of the car, replacement parts being purchased or made wherever the original parts were worn or differed from sports specification. Even more important, nothing was replaced which seemed unduly heavy or unnecessary. Many miles were covered obtaining the desired parts, which were either new, cannibalized from crashed Bugattis or spares left behind by long-departed Bugatti owners. One reason for the name of the car, "Phantom," is only too obvious from the pedigree of some of the components; e.g.:

The Brooklands silencer and exhaust . . . removed from the burnt 3.3 G.P. after the Duke of Grafton's fatal crash: the cylinder block . . . "reinforced" by Heath for Abecassis and later removed from the wrecked 3.3 G.P. after K. W. Bear's fatal accident: rear wheels . . . ex-P. R. Monkhouse (Talbot-Darracq): the arm rest . . . salvaged from Sir Malcolm Campbell's possessions at the recent auction sale: the 57 S articulated axle . . . origin unknown.

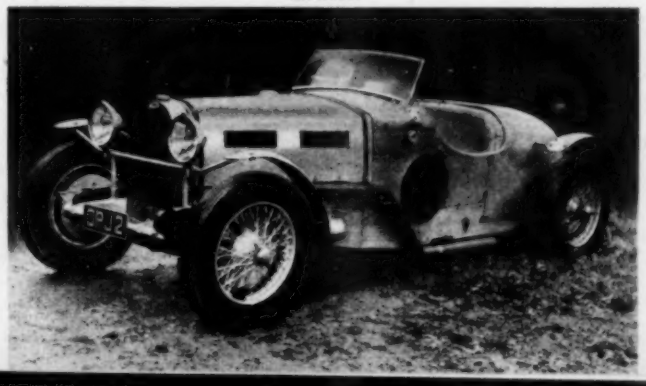
Charlie Martin, Lemon Burton, Arthur Baron, R. O. Shuttleworth—nearly all the famous old Bugatti names are represented by some part in Phantom; not to speak of valuable contributions from post-war Molsheim and from almost as many accessory firms as have assisted the B.R.M.! Thank you for all your help.

The detail modification work was most interesting and taught me a lot about brakes, carburation, induction systems, compression ratios and suspension. The intention was less weight, more power, smaller frontal area, passenger comfort, ease of driving and maximum utilization of the power available. The results even on the first test run in chassis form were a revelation; the car did not seem particularly fast but it possessed the most outstanding road holding properties and brakes I have ever encountered—all the virtues of classic Bugatti road holding and steering without the vice. Apparently, alteration of the weight distribution, castor angle, rear springs and tyre sections had fortunately eliminated the reprehensible desire most Bugattis have to traverse right-hand corners on left-hand steering lock and vice versa.

The car merely gently slid all four wheels together, without a trace of oversteer and without any skill being required from the driver—definitely a safer and faster method of negotiating bends. I am writing this on a wooden desk or I would not dare mention that after seventeen months work the car went to Goodwood for first speed tests and came back with only one modification required—incorporation of the arm rest to enable the driver to take right-hand corners from the driving seat instead of the passenger's!

The 1951 season was already far advanced, so the decision was made to race the car as it was, as far as my business and finances permitted, without an undershield, without oil cooling and with the four carburettors feeding from warm air; the finishing touches could wait for the winter. I was influenced in this decision by a number of circumstances, not the

Road equipment is rudimentary, particularly round the wheels, but the essentials are there.



TYPE 57 BUGATTI (MODIFIED) : continued

There is now a little understeer.

least being the pleasure of driving the car which, like my old 2.3 Bugattis, proved to be an infallible starter, completely reliable and immune from any form of plug trouble (Champion R11 sparking plugs are used for all purposes).

The measurable performance of the car in this state must have been rather queer, as it had a feeling of excellent power-weight ratio in spite of a tendency to be overgeared on 6.50-19in tyres, but it showed no desire to rev, let alone travel fast on top gear. Withal, it was still capable of covering the ground remarkably quickly owing, apparently, to the road holding and surprising grip of the rear wheels—they even gripped passably on wet surfaces, a phenomenon I have never encountered in any of my previous Bugattis.

Still, the desire was to race against Jaguars so, scorning the temptation of a Bugatti Owners' Club Silverstone meeting, we decided one hundred per cent reliability justified a first crusade against the XK120 at Goodwood. Practice immediately indicated that, whilst most competing Jaguars were probably standard for handicap purposes, quite a number of owners had obviously taken advantage of some, or all, of the factory modifications available (high-lift camshafts, high-compression pistons, dual exhausts, undershields and special ignition heads). These made the souped-up XKs totally different cars from the standard models which the 57 *modifié* had little difficulty in holding on the straight and passing when necessary, usually during acceleration out of corners.

Two races which followed confirmed my impressions that the 57 had something, even if its speed on the straight was only 95 m.p.h. In the first, a scratch race, we "scored" three XKs and two J2 Allards in finishing eighth, which was not too bad from the back row of the starting grid. The second, a handicap race, resulted in a rather easy win without my having to use more than 4,700 r.p.m. on the gears. It was all remarkably effortless, very comfortable and most promising, even if the best lap time was no better than 1 min 53 sec (76 m.p.h.).

Ill Matched

Business commitments abroad unfortunately prevented me from carrying out modifications to make the Bugatti really motor before the next round, but I found time to fit smaller rear wheels (6.00—18in) and different shaped needles to the carburettors in order to maintain the mixture strengths low down but weakening them at full throttle at speed. This helped a lot, and 5,300 r.p.m. seemed the most natural speed at which to run the engine in the car's next two races at Goodwood, but the lap speed improved by only about a second in spite of an extra 5 m.p.h. on the straight. The culprits appeared to be two new rear tyres of a hard-wearing but slippery pattern, which, infuriatingly, rather upset the perfect balance of the 57 and made it handle like a Bugatti with a strong tendency to rear-wheel instead of four-wheel slide—I must fit the new pattern tyre to the front as well! Still, the score in the scratch race went up to five XKs out of eight plus the genuine Type 57S, though the latter had a bad grid position at the start and apparently got more than a little hemmed in.

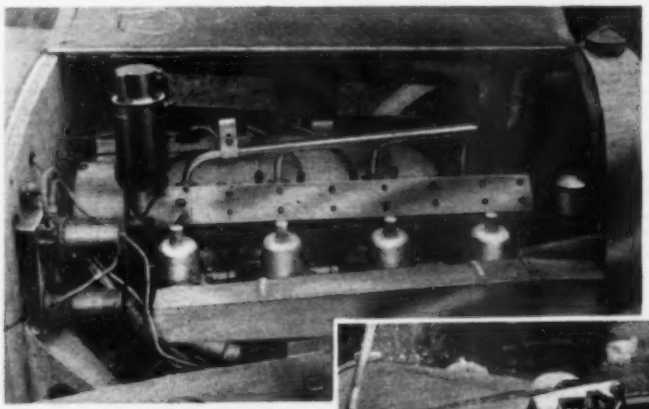
The handicap race produced no real success, as handicappers, once bitten, are apparently at very least twice shy. We noted with mild but unsurprised disapproval that our unsupercharged polished aluminium touring Bugatti had to give substantial starts to a supercharged 2.6 Alfa Romeo, supercharged 2.3 Monza Alfa Romeo, the works DB2 Aston Martin, and others. Still, it was all grand fun and a couple of laps in measurable proximity to Tony Rolt on Walker's DB2 Aston Martin provided me with a quiet comparison of performances that I needed, which the closely contested opening laps of scratch races had made impossible. The indication was that, whilst the Bugatti had considerably greater acceleration from rest, the Aston, for reasons which were not apparent, could walk away above about 85-90 m.p.h. The answer to this lack of high-speed acceleration *had* to be found.

A quite normal superficial error in my design proved easy to locate, but rectification was by no means so simple and necessitated an amount of experimental work. Sufficient to say, as many competition sports cars have the same apparent error in design, Phantom now seems to accelerate as fast on top gear as on third and has quite a high maximum speed. The curious can always study Bernoulli's and other similar laws.

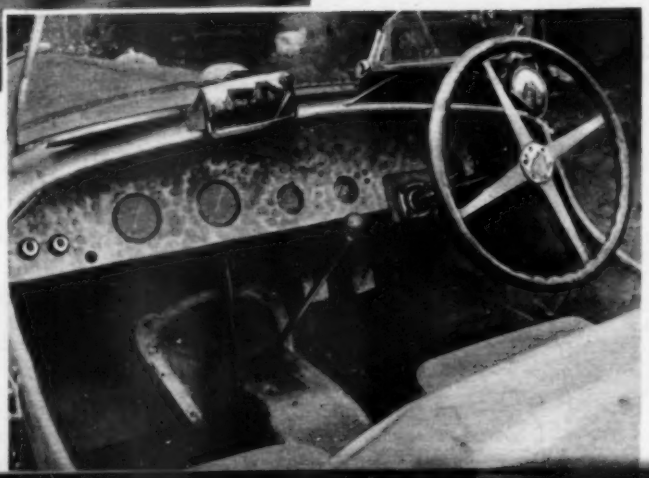
I shall carry on quietly motoring and racing the safest car that I have ever driven, which, incidentally, is easy to drive, extraordinarily comfortable and averages 16 m.p.g. when driven in the Continental manner. If any reader wished to beat all XK120s of any compression ratio, cam contour or number of exhausts he has only to fit eight carburettors and high-lift camshafts to a 57 in addition. As, unfortunately, I have not the time and, more important, the money to do this, I trust someone else will—it is perfectly practical. Don't mention the XK120C, that's up to Molsheim to enlarge the engine of the Type 101 to 4½ litres!

Vive le Bugatti!

A. C. WHINCOP.



Twin petrol pumps, a magneto driven from the rear of a camshaft, and cool air ducting for the four carburettors appear in the under-bonnet scene. Note the separate riser pipes to the radiator header tank.



Right: Austere, even for a vintage facia. On the right of the steering column are the hand throttle and ignition control levers.

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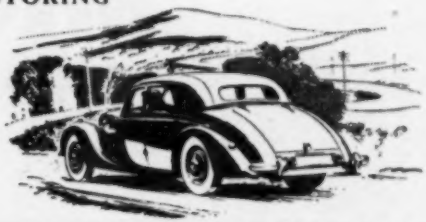
At your command! What setting could be more apt for the New Riley than the Horse Guard's Parade?

This is a car which keeps alive the finest traditions of British motoring. Swift and obedient to your every wish it is as well disciplined as any guardsman. And when the occasion demands, see how it leads the field with dash and spirit.

Yes indeed! RILEY *for* MAGNIFICENT MOTORING



100 h.p. 2½ litre Saloon. 1½ litre Saloon

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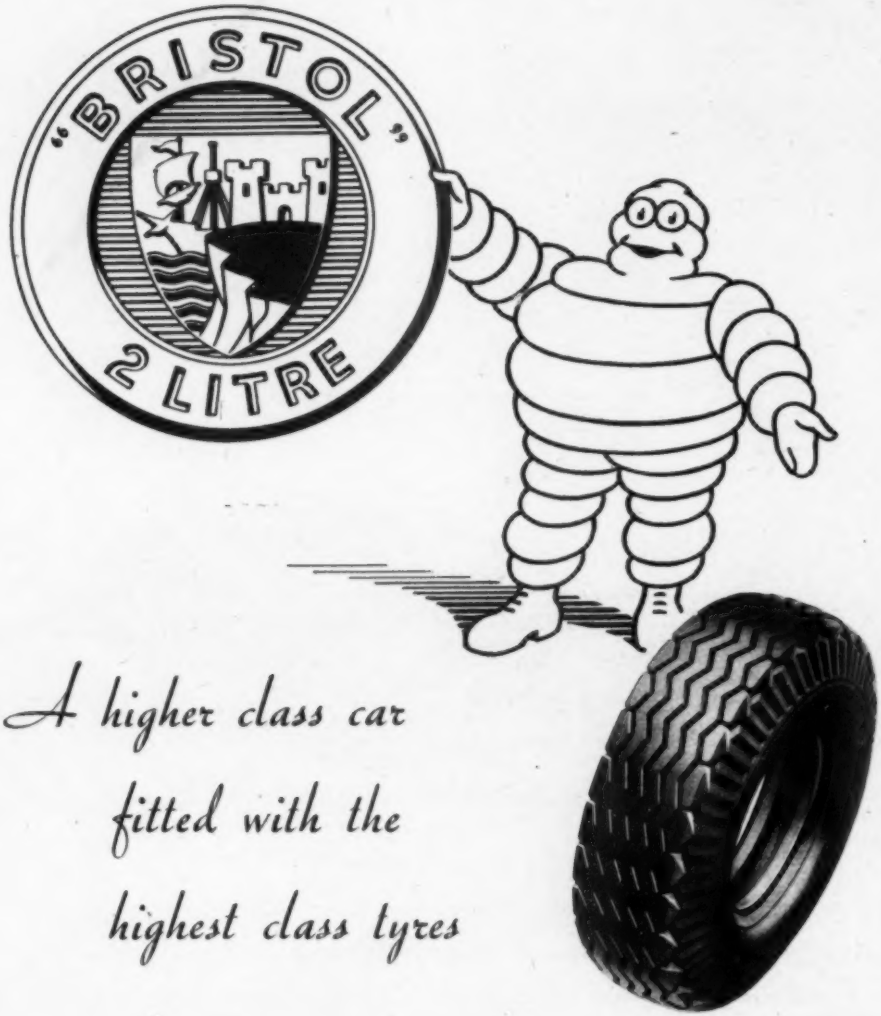

A higher class car fitted with the highest class tyres

MICHELIN

TYRE Co. Ltd., Stoke-on-Trent

Out to grass—a reader's Hillman Minx in Kenya (see first letter).

CORRESPONDENCE

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CARS FOR EXPORT

Grass-cutting in East Africa

[63822.]—Your readers might be interested in the photograph showing some of the transportation problems in this part of the world—twenty miles from Lake Victoria and one degree south of the Equator.

The car is a Mark IV Hillman Minx, which luckily is painted blue and thus is not quite so easy to lose as might appear from the picture. For a small car its performance is very good on these roads out here.

I have, however, a serious complaint to make to the manufacturers, and that is that the windshield wipers should be fitted with sharper blades! They do not cut the grass properly and visibility consequently is impaired!

It may be that the photograph does not do enough justice to the road surface, which is reasonably good, in view of the excellent ground clearance of the Minx. ROBERT BARKER.

Kisii, Kenya Colony.

REAR LIGHTS

The Proof of an Inefficient Model

[63823.]—I cannot support too strongly Mr. Kenneth F. Peacock's recommendations in his letter [63791].

I am concerned in the investigation and settlement of accident claims for one of our largest insurance companies and just at the moment I have on my desk two accidents in which long-distance heavy haulage vehicles were drawn up close to the left side in the early hours of the morning on stretches of road where more than three hundred yards of clear road extended to the rear of the lorry.

In each case another vehicle drove into the rear of the lorry and in each case investigation revealed that the rear light on each lorry was of the type to which Mr. Peacock refers.

Serious injuries were sustained in the two accidents I have before me to no fewer than seven people, and this amply illustrates the point of Mr. Peacock's letter.

Incidentally, whilst on the subject of red rear lights, I wish it were possible to persuade local authorities to set red reflector "cat's-eyes" at right angles to the flow of traffic on pedestrian crossings of the new zebra style. Experience has already shown that in darkness and heavy rainfall the zebra crossings are not sufficiently apparent. J. S. THOROGOOD.

Cardiff.

[The objection to reflector crossings is that car head lamps are rarely used in built-up areas, and there is thus no light to reflect. —ED.]

THE HEAVY HAND

"Take it Out on the Motorist"

[63824.]—Once again, in debate, road laws are discussed and heavier penalties for the private motorist advocated as the sole solution of the accident problem. The motorist would be more satisfied with an even distribution of penalties. He sees bus drivers deliberately ignore red lights; taxi-drivers pick up and set down passengers at green lights and at road junctions; the local delivery van ignores every canon of decent driving and no one says a word. But if a private car driver puts a foot wrong, the police spring up from all points of the compass and charges fly thick and fast.

There was a classic case in which a bus driver, car driver and cyclist were summoned, all for ignoring the same traffic light at the same time. The result:—cyclist, case dismissed; bus driver, probation of offenders, dismissed; car driver, fined £5!

London, W.9. BRIAN CONNELLY.

BROOKLANDS

More Memories of the Great Days

[63825.]—"Surely someone cares?" asks S. C. H. D. in "Ichabod" (November 23). There must be many of our race whose subdued sentiments are stirred by "Sammy's" account of his recent visit to Brooklands. Within the area of that world-famous circuit, surely a suitable spot may be found for the erection of a metal bas-relief of the old track, inscribed with the names of its founder and designer, also the outstanding pre-1914

CORRESPONDENCE
——continued——

Devil's Peak, Table Mountain, and the Lion's Head as a background to an M.G. See letter [63827].

pioneer drivers and their cars, along with all those who held or hold the 120 m.p.h. and 130 m.p.h. badges, with the date of award and car driven. Could not a suggestion be placed before the big motoring organizations and sporting clubs and a subscription list opened?

With the exception of K. Lee Guinness, I witnessed between the wars all those badge winners at one time or another and many others whose rivalry, skill and daring, on two or four wheels, helped to create that unique place. There are many with us whose memories are longer still, but as "Sammy" Davis remarks, "We, too, go back to the dust."

As a particular personal memory, there is a spot, not a hundred yards beyond "the rusting bridge," where a small bush grew near the lip of the banking. It must be quite a tree now! Past that spot, on full throttle, came all the big outer circuit racers with sudden blast of dust and exhaust. Snugly camouflaged, eye focus just above the rim—what a sight and experience! Holding the high lines of approach, the back markers coming up on the last lap run-in, momentarily they filled all sight and were seemingly overhead before roaring into one last swoop to the finishing line.

I think we certainly had more than something then and there.

Eastbourne, Sussex. E. CHRISTIAN.

Is it Really Too Late?

[63826.]—S. C. H. Davis' nostalgic article on Brooklands (November 23) must bring back memories to those older and more fortunate than I, who remember it in its heyday.

It seems tragic that a place so intimately connected with the development of British cars and motor sport should be left so to rot. In these days when airfield perimeters provide the only places in Britain for car racing in any form, the gap left by Brooklands is more apparent than ever.

Though for Formula I and perhaps Formula II the track is a bit small, surely it would be admirable for 500 c.c. racing and sports car events. Even as a proving ground it would have the atmosphere, and would also provide a cheaper alternative to Montlhéry for high-speed endurance tests.

I must admit I am not in possession of the facts of the case relating to its demise, or who are its present owners. But I feel sure that there are many who would like to see Brooklands return at least to some of its former glory—is there no hope?

J. S. C. BRAUFOOT (Lieutenant (E), R.N.)

H.M.S. *Fisgard*.

EXILES

The 1½-litre M.G. Abroad

[63827.]—As an Englishman temporarily stationed abroad, and a regular reader, I have found great pleasure in reading the touring articles, particularly those where a small M.G. saloon has been left in to "balance the picture."

Apart from my taste in cars being similar, since I own an identical two-tone green, the choice of English landscape has brought a lump in my throat from time to time because I am just waiting until the spring of 1952, when I myself can frolic down some of those lanes.

The M.G. is equally adept on the "miles and miles of nothing at all" highways of this country, as well as the rough stuff. I can put 50 miles away in the hour, for hours on end, with less fatigue than in my previous American car. It is an adorable car.

Cape Town, S.A. WILLIAM H. ELLIOTT.

COLD STARTING

Heat Should be Applied to the Engine

[63828.]—I was interested to read your leading article headed "Winter Discontents" (November 23).

I am in full agreement that the battery is the most vulnerable part of a car's equipment during the winter months. I note, however, that you state that winter troubles can be eliminated by heating the garage, always providing such heating is available. I feel myself that the answer to this problem is that any heat should be applied directly to the engine where it is required. For this purpose I have used a heater in all the cars I have owned for the last twenty years. R. S. BLECKLY.

Warrington, Lancashire.

Gratitude for the Electric Starter

[63829.]—I have been surprised at adverse comments made by correspondents against the electric starter.

In the last fifteen years I have owned two or three cars, and in this time I have had no real trouble with the starter mechanism, other than cleaning or renewal of brushes.

When the punishment a starter has to take, on any car used on driving tuition, is realized, it will, I think, be admitted that if anything the manufacturers make their starters too good.

Liverpool, 22. TERRY LINACRE.

SELECTED REPRESENTATION

Point of View of the Service Station Proprietor

[63830.]—I would like to comment on your leading article, "Selected Representation" (November 16), from the angle of the filling station operator.

I fail to see any disadvantage in motorists having to choose a garage rather than a pump in order to obtain their favourite brand of petrol—when brands return. Why not? There are plenty of garages about. And how many garages before the war stocked *all* the best-known brands?

The inducements that you mention are surely good for the stations, the motorists, and the public at large. Surely you would not advocate a continuance of the tin shack, multi-colour pumps, and tin sign era? Wasn't it time that somebody took the lead in turning filling stations into clean, smart, and efficient business premises?

I am not, of course, able to speak for the oil companies

regarding the "independent" station operators' position in the event of petrol shortages, but I cannot see how you can apply the term "restrictive practice" to the position obtaining today when competition between the petrol companies is intense.

The cost of training facilities are also a matter known only to the petrol companies concerned. But, do you honestly consider that this extra cost can possibly be reflected in the price of petrol when you consider the millions of gallons sold annually? Would it amount to more than a mere fraction of the amount spent annually in advertising petroleum products? And don't you honestly think from your own wide experience that the results have been worth the odd shilling per thousand gallons the training may at most have cost?

And now your final paragraph: What was wrong with the previous system? Well, opinions will differ, but after 28 years, man and boy, in the filling station business my opinion is that a tremendous improvement has been made from all angles during the last 3½ years. I am not a supporter of American high pressure salesmanship and super-efficiency as applied to their filling stations, but I can off-hand think of only half a dozen stations among the many at which I have purchased petrol in the southern half of England that, in pre-war days, gave a willing, prompt and courteous service.

Incidentally, is petrol so dear today if one deducts the tax?

G. E. CAVE,
Managing Director, Brickhill Service Station, Ltd.
Little Brickhill, Buckinghamshire.

APT REGISTRATIONS

Spot On in Cleveland, Ohio

[63831.]—Some months ago much comment was being made about Mr. Anthony Crook's MPH100 registration on his Bristol 401.

I believe that I can go one better on my XK120 Jaguar. Incidentally, the badge second from the right is the one of the M.G. Car Club, with which your readers should be very familiar. Also, I'm no giant, nor is the car any smaller than normal. The camera is deceiving!

There are about twenty Jaguars here in Cleveland and about thirty M.G.s, mostly TDs. There are a few Simcas and other foreign cars about, but at the present the English are supreme.

Cleveland, Ohio, U.S.A. RICHARD H. IRISH.

Appropriate registration of an American XK120 Jaguar. See letter [63831].

ONE LOAD

Record Complement for a Minor

[63832.]—The photograph shows a complement of passengers successfully conveyed by my Morris Minor during last summer, in addition to myself as driver.

Is this a record? "AUTO."
Birmingham, 14.

P.S.—No one was stuffed into the locker.

Juniors in a Minor—and none went in the locker [letter 63832].

DRIVING POSITION

Reasons for Not Sitting Back

[63833.]—In response to The Scribe's invitation I should like to express my opinion on driving position. I find a "straight arm" position exhilarating in that it gives me the feeling of driving a car much faster than it really is travelling. However, I found out that such a position is uncomfortable when one has driven over about fifty miles of twisty roads.

I consider such a position unsafe for the following reasons:—Arms are unsupported and are, therefore, subjected to fatigue; wrists have to be kept rigid and the wheel gripped tightly in order to support the arm; considerable shoulder and trunk movement are required to turn the wheel; saloon cars frequently allow little lateral movement of the arms; the legs' stretched position makes braking and clutch pedal operation difficult, since only ankle movement can be applied (this applies, similarly, to the arms, where elbow movement is impossible); poor visibility because of door pillars and reduced visibility angles.

To sum up, I consider such a position induces a slow response and a long, inaccurate reaction. J. B. GRAY.

Surbiton, Surrey.

M.C.C. RALLY

Ready Amendment of Results

[63834.]—As one of the many "also-rans" in the *Daily Express* Rally organized by the M.C.C. I feel that your account of the event published in the issue of November 16, and more especially the comments published in "The Sport," hardly present a fair overall picture, but depreciate the fine efforts of the organizers and many officials.

While agreeing that the timing error at Honister was unfortunate and ought never to have occurred I do not agree that the organizers were to blame for publishing the results as originally worked out. Surely the main object of having provisional results is to invite complaints from competitors who feel that an error has been made in computing their position! The fact that the M.C.C. so readily accepted their mistake and amended the results in a commendably short space of time must exonerate them from adverse criticism on this score. J. D. LEWIS.

Cardiff.

The More the Merrier

[63835.]—As competitors we would first say all credit due to Mr. J. A. Masters and his band of organizers and helpers for a well-organized event which we most sincerely hope will take place each year under M.C.C. organization.

All of which we hope to be lucky enough to compete in.

Torquay, Devon. J. and R. RICHARDS.

Satisfaction with the Organization

[63836.]—As there seems to have been a considerable amount of adverse criticism of the recent *Daily Express* M.C.C. Rally, I think that perhaps it is high time that someone wrote in support of the excellent organization of this event.

As one of the competitors I would like to point out that I found that the majority of my fellow-contestants were full of praise for the really efficient manner in which the event was run. The carefully selected route checks ensured that all competitors had to complete the full course. The introduction of the special tests on Newlands Hause and Honister Pass seems to have been an attempt on the part of the organizers to ensure that there would be more chance of the event being won on the road section than on the result of the final tests at Hastings.

For my own part I don't mind admitting that I was "caught out" by these timed hill-climbs despite the fact that I was using a couple of stop-watches.

Having previously decided to complete the first part of the

CORRESPONDENCE . . . . . continued

test as fast as possible I ascended Newlands Hause in approximately 1 min 9 sec. On reaching Honister Pass I found that I was unable to equal the time owing to the more severe gradient that was encountered. In view of this I am inclined to the opinion that several other competitors must have found themselves in the same predicament.

I would like to thank Mr. J. A. Masters and his associates for the really grand job they are doing in making it possible for the ordinary everyday driver to take part in an event which, within the short space of two years, must surely have established itself as an event of national importance. MOSELEY CRUMP.

Wrexham, Denbighshire.

The Results are not All-important

[63837.]—In spite of your rather harsh criticism of the recent *Daily Express* Rally, I thought that in general it was very well run. After all, it must be a huge undertaking, particularly as the vast majority of officials and helpers are quite voluntary.

To the "professional" and "semi-professional" rally drivers the unfortunate business at Honister may have assumed world-shattering proportions. To the majority of the entrants—the "ordinary drivers"—most of whom did not expect a cup in any case, it was just one of those things and did not affect their enjoyment of the rally.

In thinking that the M.C.C. did a good job, I am not grinding any axe on their behalf; in fact, I am not even a member.

London, S.E.9. JAMES F. OSBORNE.

CONCERTINA LEGS

G.P. Style Sitting Posture Would Help

[63838.]—Mr. R. Goodman [63784] hits the nail right on the head in his letter about the long-shanked motorist. I also am tall (6ft 3in) and have suffered the same discomforts. I agree with him in every respect but one, and that is his choice of three satisfactory cars. When I sat in a TD M.G. some time ago I was surprised to find that there appeared to be considerably less room in it than in any other M.G. I have tried, and I am an M.G. enthusiast.

As a remedy, I suggest that The Scribe's preference for "sitting back G.P. style" should be pushed by all tall motorists, even if not for themselves for someone less fortunate who has to squeeze into half the space he would like.

Loughborough, Leicestershire. R. L. HUTCHINSON.

ENCOMPASSED

Instruments Obtainable Through Government Surplus

[63839.]—Like your correspondent Mr. Reece Winstone [63790] I also fitted a car compass to my car before the war and found it to be most valuable. On all-night journeys it has saved me many a mile by indicating any deviation from my route, and in daylight, when using non-signposted minor roads, it was most helpful. Unfortunately this instrument was "lost" during the war.

After making fruitless enquiries for a car compass I was given a W.D. surplus aeroplane compass; this, being without an attached compensating device, was found after trial to register correctly when placed on the extreme right-hand side of the shelf under the facia of my Morris Eight.

Your correspondent would probably be able to obtain a similar compass for around 25s. W. G. ROBINSON.

Bebington, Cheshire.

LIGHTS IN FOG

Has the Camera Parallel Significance ?

[63840.]—I fail to see why anyone should think that there is no scientific basis for the use of yellow bulbs in misty weather, if he only thinks of what happens when he tries to photograph sunrays falling through mist, forming clearly visible beams of light in the process. The beginner, who very often uses orthochromatic film, is more likely to succeed in eternalizing those beams on his plate or film than the more advanced photographer who has started to use panchromatic film. As far as I can see, this offers quite a feasible ground for the use of yellow lights in mist.

Red and yellow light rays have much greater penetrating power than blue and violet rays, which become scattered by the water particles, so that the orthochromatic film, which, though insensitive to red light, is sensitive to blue, violet, green and a little yellow light, "sees" this scattered and reflected light. On the other hand, panchromatic film, which is relatively less sensitive to the blue-violet part of the light than the orthochromatic, "sees" it relatively less well, so that we have to use a *blue* filter to obtain a comparable effect.

If we apply this knowledge to the case in question we shall see that if a "yellowed" beam of light and an ordinary beam of light are used in mist, and the beams are from bulbs with the same power, the object to be illuminated will receive practically the same amount of light, but that it is better visible with the yellow than with the ordinary light (which, it is true, is also not "white" but yellowish).

Conclusion: Theoretically it is better to use a yellow light in mist. My experience with the camera seems to indicate that it is better in practice also. S. J. P. ELOFF.

Groningen, Netherlands.

ODD ODOURS

Don't Use Real Rubber at the Filler Cap

[63841.]—May I answer letter [63778] in your issue of November 16?

For Pete's sake don't do anything of the kind. Anyone who takes Mr. C. H. Scant's advice (i.e., use natural rubber for tank filler cap hose) will be in trouble with sticking carburettor float needles, the principal cause of which, in the days when natural rubber was used, was the dissolution of this material in the petrol. Indeed, it was for the very purpose of getting over this trouble that the change was made to synthetic rubber, usually Neoprene. SERVICE REP.

Birmingham.

THOSE NOUGHTS

One Too Many on the Riley?

[63842.]—I am sure that Mr. A. D. Wilson [63776] has added another nought to his Riley's mileage. To say that his car has done 1,000,000 miles on one engine is more than I, or any sane engineer, will believe.

The average mileage without overhaul in a normal car is around 50,000. This means to say that Mr. Wilson's Riley has had 20 rebores (or re-sleeves). No engine will withstand this.

Peterhead, Aberdeenshire. JOHN B. DAVIDSON.

A Point About the Million-mile Engine

[63843.]—Whilst not doubting for one moment the towing capacity of the Riley Nine referred to in Mr. A. D. Wilson's letter [63776], the point that I should nevertheless like to raise is whether he was quite satisfied that the car was adequately run-in before undertaking work of this nature.

Godalming, Surrey. J. B. BLACK.

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We extend our congratulations to Anthony Crook who, on November 26, averaged 120.13 m.p.h. for 200 miles in 1 hour 39 min. 53 sec., covering 123.55 miles in the hour—his fastest lap being at 123.92 m.p.h. (*subject to official confirmation*).

These figures infer a maximum speed in the region of 130 m.p.h. with a production Frazer-Nash running on normal fuel, with a back axle ratio of 3.2 (one of our standard ratios) and an 8.5 : 1 compression ratio. The only recognized International records are for racing cars, where there are no restrictions except actual engine capacity—as a result a sports car in attempting any particular record must attack one almost certainly held by a single-seater racing car, possibly supercharged, and running on special fuel.

Closely associated with this factual proof of the high performance and reliability of the Frazer-Nash are the officially timed speeds over a kilometre in the classic Targa Florio race in Sicily recently won by Cortese—there's only one place where they can find a straight mile or so!

On the third lap (the race is over 8 laps of the tortuous 75-kilometre road circuit) Cortese was timed at 194.594 Km.h. (121.621 m.p.h.). This was only .661 m.p.h. slower than the 4.1-litre Ferrari driven by Bracco (one of the finest Italian sports car drivers) when leading on the first lap at 195.652 Km.h. (122.282 m.p.h.). On the 6th lap, Bracco took over Cornacchia's 2.6-litre Ferrari (after retiring on his own Ferrari) and, making strenuous efforts to catch Cortese, was timed at 193.548 Km.h. (120.967 m.p.h.)—.654 m.p.h. slower in his turn than the 2-litre Frazer-Nash. Cortese, who went into the lead on the third lap, held this position throughout and, as showing he always had something in hand, his last lap was actually his fastest.

A third instance was Donald Pitt's speed of 123.9 m.p.h. in a Le Mans Replica Frazer-Nash over the officially timed flying kilometre on the Dundrod Tourist Trophy circuit at the Ulster International meeting this year, when the Frazer-Nash was the fastest car in the Handicap race.

The Frazer-Nash engine and gearbox are built to our specification by the Bristol Aeroplane Company—all engines are identical in every respect, including developed B.H.P. We are glad to have this opportunity of recording our appreciation of the considerable co-operation extended to us by the Bristol Aeroplane Company.

It is pleasing for us to record that "Motor Sport" in its analysis of the results of the leading International Sports Car Races for 1951 on a general classification basis, placed Frazer-Nash first with the highest number of points, and described it as "*the* most consistently successful sports car of 1951."

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Anthony Crook setting up a new sports car record at Shelsley Walsh.

Photo by Autosport

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A & B Motors (Newton-le-Willows)
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(Tel. 3301/2)

NORTHAMPTON
Grose Ltd.,
Marefair, Northampton.
(Tel. 4540/2)

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Mann, Egerton & Co. Ltd.,
5 & 7 Prince of Wales Road,
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(Tel. 20481)

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Bennetts (Nottingham) Ltd.,
24-30 Shakespeare Street, Nottingham.
(Tel. 44074/7)

PERTH
Grassick's Garage Ltd.,
50-56 Leonard Street, Perth.
(Tel. 71 & 2880)

PIRBRIGHT
Clarke's of Pirbright,
Pirbright, Surrey.
*(Tel. Brookwood 2201/2,
Day and Night)*

PLYMOUTH
W. Mumford Ltd.,
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(Tel. 3481, Day and Night)

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Loxhams Garages Ltd.,
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Reading Automobiles (Weybridge)
Ltd.,
13-15 Caversham Road, Reading.
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Glovers of Ripon Ltd.,
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W. M. Couper Ltd.,
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SALISBURY
Wessex Motors Ltd.,
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Rippon Bros. Ltd.,
115 Ecclesall Road South,
Sheffield 11.
(Tel. 70153)

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Wadham Bros. Ltd.,
Banister Road, Southampton.
(Tel. 2991/5)

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Parker, Thomas & Co. Ltd.,
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STIRLING
Rossleigh Ltd.,
Allan Park, Stirling.
(Tel. 1616/8)

STOCKPORT
Hollingdrake Automobile Co. Ltd.,
Town Hall Square, Stockport.
(Tel. 4464)

TRURO
H. T. P. Motors Ltd.,
Princes Garage, Truro.
(Tel. 2581, Day and Night)

TUNBRIDGE WELLS
Caffyns Ltd.,
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Weybridge Automobiles Ltd.,
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WIGAN
H. H. Timberlake Ltd.,
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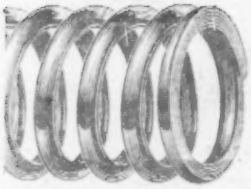

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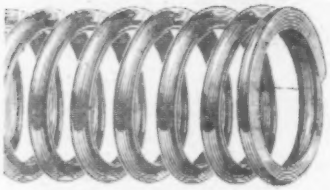

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ONLY THREE CLEAR in GLOUCESTER

N.W. LONDON M.C.'s CLASSIC TRIAL

ORGANIZERS were doubtful before the start about the severity of this year's Gloucester Trial, run by the North West London M.C. last Saturday, because a very drying wind had been doing its best on behalf of the competitors. But they needn't have worried, for a little rain on the Friday night had its effect on the leaves which covered many of the hills. On Saturday, everyone awoke to find the Stroud area bright with a sunshine which lasted all day, and adding to a keen feeling of anticipation was the particularly interesting entry. With the exception of Ken Wharton and Onslow Bartlett, nearly every well-known trials competitor was on the list, including Rawlings, Imhof, Corbishley, Crump, Lowe, Harrison (T. C. and E.), Mosby, Beardshaw, Francis, Price, Waring, Butler, Readings, Burgess, Phillips, Bold, Faulkner, Pentony and so on.

The start was from the Bear Pools Café, near Stroud, where 9 a.m. saw fuel swilling into tanks, coffee swilling into throats, and the usual pre-trial hubbub hubbubbing. From here the course did a 50-mile plus circuit round the Stroud area, with even and odd numbers charging off to different hills to speed up the event.

After five miles of shortly R. then L. at T. and S.O.ing past S.P.s, odd numbers arrived at B.B., the first observed section. This was deceptive and, although most of the experts managed to gain full marks, very many came unstuck. After a long approach up a steep, muddy track the test itself became a "simple" matter of a hairpin bend with marker bins on the outside. Taken too close, wheelspin intervened: too wide made the bins dirty. J. W. Fleetwood was the first conqueror, A. W. Lilley the last.

Like most of the sections, Camp was in a wood. At this hazard one solitary bin did an awful lot of damage. The track weaved uphill with a final sharp bend to the right. The lateral slope was such that the backs of most cars slipped sideways to topple the bin. Imhof, Crump, Mosby and Mallock were among these offenders. Breakheart, even relatively dry, retained its position as one of the most exciting hills to watch. First essential is power to get and stay moving. Second essential is skill. The crux of the section is a sharp right, left, right, left, in a steep gulley, where two hefty steps do startling things to those cars which manage to take them at speed. Baring, Rawlings, Lowe, E. Harrison, Butler and Readings were grief stricken, while T. C. Harrison (the eventual winner), Mrs. Wilde, Goff Imhof and Reg Phillips all made first-class clean climbs.

The Ladder, at Nailsworth, was an ideal hill for spectators; here, L. J. Oliver bounds fiercely over the steps.

C. M. Seward (in bowler) was unlucky on the first hill, his engine refusing to start.

At Nailsworth the—again famous—Ladder was once more included. This was a really easy straight pull, partly because the start line had been made accidentally much lower down than usual and also because the surface at the top was firm. For spectators, the airborne activities of cars taking the steps fast were worth watching: five failures. The Gulf, next hill for odd numbers, had vicious up *and down* hairpins and early competitors were very much at a disadvantage. Of the first 16 only A. A. Baring made a clean climb, whereas 9 out of the last 13 were clean. Henwood, a logging track again through a wood, had a similar result, except that tractor activity early on made a nice track for the later competitors.

Longridge and Sawmills, the final hills, contrasted sharply in their effects on the entry. Longridge—a long, long drag—was plain sailing, given enough wind; but Sawmills, shorter and steeper, created havoc, only T. C. Harrison, G. P. Mosby, W. H. Waring, R. W. Faulkner and A. W. Lilley making clean climbs. The special tests came into the picture to decide the winner between Cuth Harrison, W. H. Waring and R. W. Faulkner, the only three to make completely clean rounds. An almost ideal result.

D. G. Roberts, in his Ford-engined D.G. Special, was one of the few among the early numbers to manage the hairpin at B.B.

PROVISIONAL RESULTS

Gloucester Cup (best performance): Harford 2 1,172 (T. C. Harrison), 64 marks gained, 22.4 sec in special tests.

Thomas Cup (runner-up, in opposite classes): W.H.W. Dellow 1,196 s (W. H. Waring), 64, 23.6 sec.

First-class Awards: Imhof Spl 1,250 s (A. O. Imhof), Harford 1 1,172 (E. Harrison), Ford 1,172 s (G. P. Mosby), Atkinson 1,225 (P. A. Atkinson), Price Spl 1,172 (D. W. Price), Burgess 1,504 s (E. Burgess), Austin 1,495 (R. W. Phillips), Paul Spl 1,172 (R. W. Faulkner), Spence 3 1,172 (E. O. Spence).

Second-class Awards: G.R.H. 1,172 (J. W. Fleetwood), Ford 1,172 (I. D. L. Lewis), C.C.S. 1,442 (C. Corbishley), Ford 1,172 s (Mrs. E. Wilde), Oliver 1,172 (L. J. Oliver), Clegg 1,172 s (A. W. Lilley), Whiteford Spl 1,172 (J. T. Spare), Austord 1,172 s (H. Hopkinson).

Third-class Awards: Cotton 1,172 (A. A. Baring), Cuff Spl 1,172 (W. C. Cuff), Jezebel Spl 1,442 s (H. Sinclair Sweeney), Dellow 1,172 (R. B. Lowe), Clayton Spl 1,080 (Miss P. Price), Regent 1,781 (J. Readings), Cyclops 1,442 (J. Pentony).

CHILTERN HILLS TRIAL

FINE WEATHER EASES TOUGH NEW COURSE

PHŒBUS reigned throughout the day for the Chiltern C.C.'s trial, which was in, for them, an entirely new locality, as all their famous sections have been fenced off by the local councils. What would have been an extremely difficult course was made much simpler by the cessation of rain in the Welwyn-Luton area for the preceding 36 hours.

The first section was called the Quarry; the first five failed, and after that only the occasional car missed the one and only line to be taken in order to reach the top. D. Render went up with so much verve that he nearly overshot, which would have landed him at the bottom of a huge excavation.

Competitors then went on to the first straightforward acceleration test. Two failed to carry this out, notably J. C. Smith (J. C. S.) who found, on reaching the finish line and cutting his engine as the regulations commanded, that the only way he could restart his engine was by rolling back and letting his clutch in in reverse. Three times he tried this. Best time was put up by V. S. A. Biggs (Ford) in 18.10s, closely followed by the ultimate winner, Tony Rumfitt, driving his Cotton, in 19.0s.

The second observed section, Whitwell, caused no one any apparent difficulty, and the whole entry had clean sheets at its finish. At Offley Glade, everyone was surprised to find that the Edgware and Mill Hill Motor Cycling Club had also included this section in their trial; so the only course open to the two bands of officials was to let the cars and bikes go through alternately. The crowd at this point was terrific. P. A. Barden, in his supercharged Dellow (the first to attempt the climb), showed two-wheeled sceptics how wrong they were; but from the 22 car competitors only three others made it, A. Rumfitt (Dellow), H. Sinclair Sweeney (Jezebel) and J. C. Smith (J. C. S.).

The next four sections were held at Brown Gates; the second stopped the whole entry, although H. Sinclair Sweeney made a fine attempt at it, and the last, also, caught everybody. E. W. Chandler very nearly reached the summit, but failed within the last six feet.

The last three sections and the special test were run in a natural wooded bowl, which really does contain some stiff sections. The first of these baulked all but nine competitors; although relatively simple, the six-inch covering of fallen leaves on a chalk face made it very troublesome. Sinclair Sweeney had to couple fearsome antics with phenomenal revs to surmount the 45 deg obstacle, from a virtual standing start, a great feat of driving. T. A. Davison ran back and packed his exhaust pipes with mud and leaf mould, choking his V-eight engine.

The final section was also just too much for the majority, but a most surprisingly smart ascent was made by A. G. Curwen's Austin when almost everyone before him had failed. The second special test, a timed section embracing a hairpin, was won easily by A. E. Rumfitt, in 10s dead, which gave him the trophy; then came Barden, with 10.6s.

C. F. Crossby's supercharged Vauxhall Special makes a determined attack on one observed section in the Chiltern Hills Trophy Trial.

PROVISIONAL RESULTS

Chiltern Hills Trophy (best performance): Cotton II 1,172 (A. E. Rumfitt), 18 marks lost.

First-class awards: 1. J.C.S. sp., 1,172 (J. C. Smith), 1s; 2. Jezebel Sp. 1,442 s (H. Sinclair Sweeney), 20; 3. Chandler Sp., 1,172 s (E. J. Chandler), 22.

Second-class awards: 1. Dellow 1,172 s (P. A. Barden), 25; 2. Austin 747 (A. G. Curwen), 28.

Chiltern award: Ford Spl. 1,172 s (V. S. A. Biggs), 38.

Team award: Cotton Spl. (A. E. Rumfitt), Jezebel (H. Sinclair Sweeney).

Ron "Steady" Barker, the present editor of the V.S.C.C. Bulletin, conducting his Type 30 Bugatti up the test hill in the Bisley Rally

BISLEY AT BLACKDOWN

GOOD TURNOUT FOR V.S.C.C. RALLY

FOR a change the weather for last Sunday's Vintage Sports C.C. Bisley Rally could not have been improved on, a contrasting state of affairs to the fog which prevailed at the last of these pleasant gatherings. This time a new site was used at Frith Hill, near Blackdown Camp, and very successful it proved. An entry of sixty cars was received, and a large crowd of enthusiasts arrived to watch the fun of the V.S.C.C. special tests and the carrying out thereof.

The tests were four in number; first a hill-climb, incorporating a stop-and-restart test in the middle; secondly a wiggle-woggle in and out of barrels; thirdly the Le Mans start (in which the competitor has to run to his car, get in, start up and accelerate away to the finish); and last but not least the blind flying test, in which the driver is blindfolded and has to drive round and about and backward and forward, guided only by the instructions of his passenger. Highlights of the day included the stately progress of C. J. Bendall's magnificent 1911 Rolls-Royce limousine; the remarkable agility of Julian Jane and Stanley Sedgwick in entering their machines without the use of doors (if fitted) and without serious personal injury, which seemed almost inevitable; the speed (on foot) developed by the majestic form of L. Murray Austin, after he had remarked while walking away from his Lancia: "Of course, I'm not going to *run*!"— in short, a Vintage meeting in the best tradition.

RESULTS

1,500 c.c. Vintage: 1. 1925 Fraser-Nash (N. Arnold Forster); 2. 1926 Bugatti (D. R. Gahagan); 3. 1930 Lea-Francis (H. Spence); 4. 1928 Alfa Romeo (A. Hyde East).

Over 1,500. Vintage: 1. 1924 30-98 Vauxhall (P. J. E. Binnal); 2. 1925 Lancia (J. Jane); 3. 1914 Darracq (G. D. Firkins); 4. 1929 Lancia (L. M. Austin).

Thoroughbred non-Vintage Cars: 1. 1933 A.C. (T. C. Sanders); 2. tie between 1934 Fraser-Nash (B. E. Brown), and 1931 Austin Seven (Dr. G. E. Pickeston).

Best Vintage light car: 1929 Riley (D. S. H. Wood).

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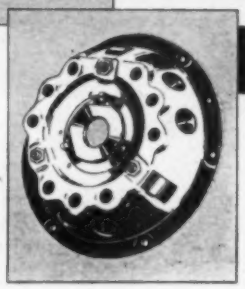

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ACCESSORIES

PRESSURE GREASING AT HOME

PRESSURE greasing of chassis points, which is universal in public garages, is brought within the scope of the home garage by an hydraulic ram called the Gravitol. The car is jacked up, the Gravitol placed under an axle or other convenient point and the jack let down, so that the car's own weight is applied to the crutch at the top of the ram. From the body of the ram, an armoured pipe leads the grease to the gun.

The principle is the same as that of an hydraulic jack, in which fluid is forced in to raise ram and car, but in reverse, with the weight of the car forcing *out* the oil or grease; and, indeed the greaser rather resembles a jack in appearance.

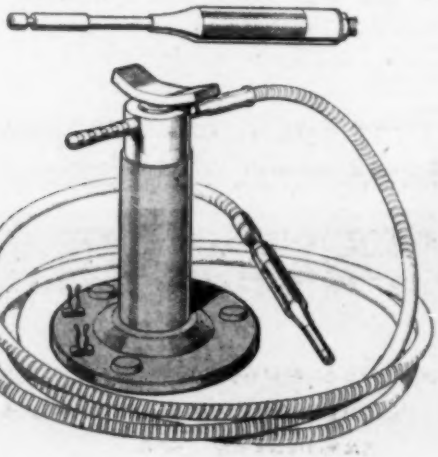
In detail, the device is well thought out. Filling the body with grease is by a paper cartridge and it is quick and clean to handle. The ram is lifted out, a cartridge inserted and the paper pulled out again, leaving behind its grease, and the ram is then replaced. Trapped air is allowed to escape during this operation by the momentary removal of the crutch, which leaves an air hole at the top of the ram.

The ram-to-gun tube is of sufficient length for the ram to be used at the opposite end of the car to that at which the greaser is working; under the rear axle, for instance, when the steering points are being attended to. Any sinking of the car that takes place during greasing is small, however, and should not in any case expose the portly owner of a low car to imprisonment underneath until rescued by passers by.

The grease gun is easy to use. As it is pressed against a nipple, the cut-off valve on the end is opened and grease emerges at about 200lb per sq in. If very high pressure is required, the gun is applied harder, when a slim piston is pushed back into the body of the gun and produces very great multiplication of pressure by hydraulic means. This action is the same, of course, as that by which an ordinary grease gun multiplies pressure, and it may bring the figure up to 3,000lb per sq in.

Now coming into production, the Gravitol is designed and made jointly by the Victoria Stencil and Engraving Works, Eastern Avenue, Gallows Corner, Gidea Park, Romford, Essex, and Holdsworth of Hornchurch, New Southend Road, Gidea Park. It is to cost between £6 6s and £6 10s.

One of the first examples has been tested. It is convenient to use and well made, with a good double seal of proprietary make in the ram, and it greases effectively. An oil spraying attachment, for spraying chassis, would be a useful addition to the device but this is not at present provided.



The cut-off valve and nozzle at the end of the Gravitol grease gun is shown closed ("out" position). Application to a nipple pushes home the nozzle and opens the valve. The gun ram, not normally used but giving extra pressure when needed, is shown pulled out and ready for action.

VARNISH FOR CHROMIUM

IT is now generally appreciated that chromium plating is porous and that when it is applied to steel without adequate under-platings (as is too often the case) it will perish in the dampness of winter. A varnish to protect it is being made by British Industrial Designers, Cavendish Chambers, Keighley, Yorkshire. Called Va-Crome, it costs 6s, including a brush and solvent for removing the varnish in spring.

The preparation "stays put" very well. Chromium so treated is well protected, and the loss of brightness as against uncovered polished plating is not particularly noticeable. The use of Va-Crome is less trouble than grease-polishing the plating to protect it, which has to be repeated at intervals and requires a fine, dry day.

LIGHTED SCREWDRIVER

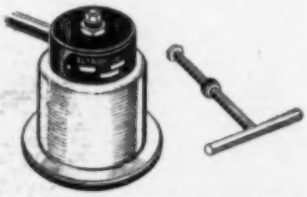
A BRITISH-MADE lighted screwdriver —containing a pencil torch battery and a bulb emitting light on to the work through a transparent plastic mounting—is distributed by John E. Buck and Co., 47, Brewer Street, Piccadilly, London, W.1, the makers being Spot Tools, Ltd.

The Spotlight Minor is suited to work on electrical components and instruments, for it has a thin blade ¼in wide at the tip,

The Spotlight Minor lighted screwdriver.

and for work in the obscure recesses behind the facia the illumination which it provides is extremely valuable. The blade is 3in long, set in the tough plastic lower end of the handle, which contains the pencil battery and bulb and is 4in long, making the tool 7in in all. The light comes on when the plastic cap is screwed down all the way.

This screwdriver is really useful for the normal tool-kit, which does not usually include one small-bladed enough for electrical work. And most breakdowns are electrical. It costs 6s 9d and the little Ever Ready batteries for refilling are 3d.



A T-bolt attaches the Eltron high-power limpet heater

POWERFUL ENGINE HEATER

A POWERFUL engine warmer which will bring the engine almost to running temperature, or at least to 100 deg F above atmosphere, is an idea for cars from the bus world, where large and high-compression diesels prove somewhat "sticky" on cold mornings. The heater, called the Eltron, uses mains current and is comparable in power (in its four models of 375, 500, 750 and 1,000 watts) with a domestic electric fire. It is not intended that it should be left burning all night, but rather that it should be switched on an hour or so before the morning start: a switch in the hall, if the garage is in or near the house, would be desirable.

The heater is of the limpet pattern and it is attached to the cylinder block by the removal of a core plug and the use of a T-bolt, or by a cover plate. (Fitting is according to the car model, and a warning should be given at this point that it cannot be easily fitted to some engines). When the heater is installed, water circulates by thermo-siphon through the core hole and round the element. Its effect is powerfully reinforced by a rug or blanket right over the bonnet and grille.

Prices of the heaters are:—

Tide 375 watts (20-30 pint radiator), £4 10s.
CLe 500 watts (30-39 pint radiator), £4 10s
CMe 750 watts (35-49 pint radiator), £5
CMeel 1,000 watts (50-60 pint radiator), £5 10s.

The manufacturers are Eltron (London), Ltd., Strathmore Road, Croydon, Surrey.

The R.A.C. representatives line the top table : Sir Algernon Guinness and the Marquess Camden are on the extreme left, while next come G. L. Samuelson and Wilfrid Andrews (secretary and chairman respectively of the R.A.C.) and Earl Howe, chairman of the conference. (Right) Earl Howe opening the discussion.

CLUB CONFERENCE

DIVERGING OPINIONS AT ANNUAL DISCUSSION WITH R.A.C.

LAST Friday, the annual conference of recognized automobile clubs was held at the R.A.C., in an atmosphere of what might well be termed friendly dissension. On the official side of the table was the competitions committee of the R.A.C., reinforced by other high officials of the club and other interested bodies, while in the body of the hall were massed the representatives of the majority of the recognized clubs of the country.

The conference was opened by Wilfrid Andrews (chairman of the R.A.C.), who made especial reference, in the course of a short but telling speech, to the increased cost of promoting motoring events, remarking that every year the competitions department was assisted to some extent by a grant from the general funds of the R.A.C. Col. Stanley Barnes, head of the competitions department, presented the official report of the year's activities, and the meeting was then thrown open for discussion of problems involving racing and speed events.

This, the morning session, proved comparatively quiet and peaceful. Holland Birkett, who spoke first (on behalf of the 750 Club) voiced the general feeling of the meeting when he thanked the R.A.C. for their efforts over the past few years in obtaining the use of Silverstone as a racing circuit and making it available to many other clubs for their race meetings; in future, of course, the tenancy of Silverstone will be taken over by the B.R.D.C. L. Onslow Bartlett (West Hants and Dorset C.C.) asked for more liaison with the A.C.U., to prevent clashes between motor cycle and car events, and this was promised for next year. Various points affecting safety precautions were discussed: A. P. R. Rolt (B.R.D.C.) suggested more careful vetting of track surfaces before permits were granted, and the necessity for adequate practice periods was also stressed. Jack Woodhouse (Sunbac) raised the question of approved types of crash helmet for next year (when they will be compulsory), and Earl Howe said that the B.R.D.C. recommendations on that point will be published shortly. During a discussion on the iniquitous rate of entertainment tax paid by race promoters, Julian Jane disclosed that the Veteran Car Club had obtained tax exemption for one of their events on the grounds that it constituted a scientific exhibition!

After a luncheon interval, the conference discussed trials and rallies, and became distinctly livelier in atmosphere. The chief points raised concerned the recently announced R.A.C. regulation limiting the length of the road section in the smaller rallies, and the thorny problem of the regulations governing the tyres to be used in trials. Especially vocal—and amusingly so—in these connections were Holland Birkett in the first case and Onslow Bartlett in the second; but they received support from many others. Another point which is creating much dissatisfaction in some quarters concerns the ruling that any event must be run for its first year as a closed competition before a restricted or closed invitation permit will be granted; this was raised by—among others—I. P. B. Denton of the Mid-Cheshire C.C. and K. McDowell (Singer O.C.).

Other matters which received their share of attention were the regulation insisting on secret checks in all rallies, to prevent competitors getting too much time in hand, and the possibility of imposing a minimum tyre pressure for trials cars; this latter was generally agreed to be desirable, but extremely difficult to enforce.

Altogether a refreshing and in some ways unexpectedly entertaining conference, which cannot fail to do good.

Those Present:

Chairman: The Rt. Hon. Earl Howe, P.C., C.B.E., V.D.

Representatives of the R.A.C.: Wilfrid Andrews (chairman of the R.A.C.), G. L. Samuelson, Marquess Camden, J.P., Major H. Stanley, General A. E. Davidson, J. D. Ferguson, J. W. Brown, Colonel F. S. Barnes, D. H. Delamont.

R.A.C. Competitions Committee: S. C. H. Davis, D. G. Flather, E. Giles, Sir Algernon Guinness, Bt., R. Hughes, Major General A. H. Loughborough, H. J. Morgan, D. J. Scannell, A. E. Stevenson, J. M. Toulmin, R. L. de B. Walkerley.

A.C.U.: S. T. Huggett, J. C. Lones, H. Cornwall.

Representatives of the following clubs: A. C. Owners' Club, Aston Martin O.C., Bentley D.C., Brighton and Hove M.C., Bristol M.C. and L.O.C., British Racing Drivers' Club, Bugatti O.C., Cambridge U.A.C., Cheltenham M.C., Chiltern C.C., Eastern Counties M.C., Falcon M.C., Hagley and D. L.C.C., Half-Litre C.C., Herts County A. and A.C., Hants and Berks M.C., Huddersfield M.C., Ilkley and D. M.C., Jersey M.C. and L.C.C., Kentish Border C.C., Lagonda Club, Lancashire A.C., Lancia M.C., Leeds University M.C., Maidstone and Mid-Kent M.C., Manchester University M.C., M.G. Car Club, M.G. Car Club (N.W. Centre), Mid-Cheshire C.C., Midlands Motoring Enthusiasts' C.C., Midland Automobile Club, Mid-Surrey A.C., Motor Cycling Club, Northampton and D. M.C., North London Enthusiasts' C.C., North-West London M.C., Pathfinders and Derby M.C., Riley M.C., Royal Scottish A.C., Shenstone and D. M.C., Seven-Fifty M.C., Singer O.C., Sunbeam-Talbot O.C., Stockport M.C., Sunbac, Thames Estuary A.C., Torbay M.C., Tunbridge Wells M.C., Ulster A.C., Walsall M.C., Veteran Car Club of Great Britain, Vintage S.C.C., West Essex C.C., West Hants and Dorset C.C.

Some of the delegates during the conference, with P. J. Stubberfield (Bugatti O.C.) and A. E. Moss (Half-Litre Club) visible in the right foreground.

SIGNS OF SERVICE

To-day's high price of petrol necessitates that even the high performance "Bristol" should also please its owners with its economy.

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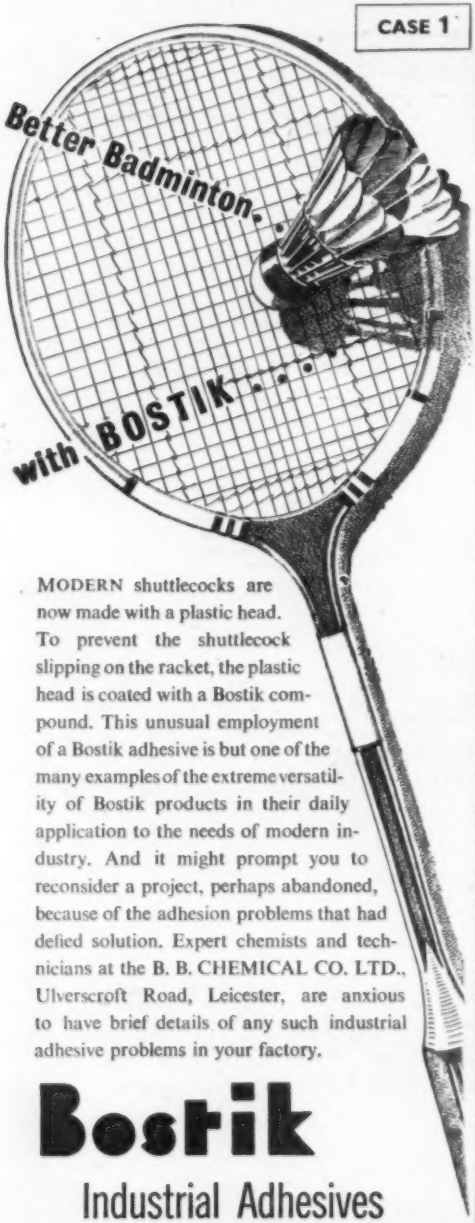

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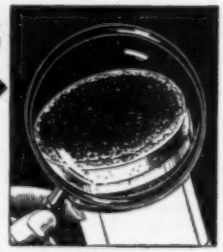

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"THE AUTOCAR" READERS' SERVICE

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from those of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Police Taking Cars

I should be glad if you would let me know the legal position with regard to the driving of private cars by the police.

I believe that, in a South Coast town, if cars are parked in positions of which the police do not approve the constable enters the car and starts to sound the horn. It appears even that constables on the beat are provided with suitable keys. If the owner does not appear in a short space of time the constable in question drives the car to the police station.

Sometimes, however, the constable cannot drive and in this case he enlists the services of any passer-by who admits to being able to drive a car, the passer-by then driving both car and constable to the police station.

Are the police entitled to do this, and what would be the position if a car, driven by a constable or passer-by, were to have an accident? *J. G. M.*

Crawley, Sussex.

IN this case the police are almost certainly acting under the authority of a by-law which has been passed by the relevant local authority.

Generally the police may not remove a car unless it is causing an obstruction to the traffic in the particular area, but, of course, the local authority has certain legislative powers, and if the owner of a car parks where he is forbidden to do so, then by the authority of the by-law, the police will probably impound the vehicle in question because an offence has been committed.

Similarly, if an offence has been committed then the police may at their discretion request any member of the public to assist them in the exercise of their duty —namely, to remove the car to the police station. This procedure is by no means general, but it is probable that there is nothing to which legal exception can be taken.

If the car is involved in an accident while being removed to the police station and the police are acting within the scope of their authority, any damage which is caused will fall upon the owner of the car or his insurance company.

Charging from D.C. Mains

My electricity supply is D.C. and I am told that it is simple to charge my 6-volt car battery from the mains by putting an ordinary lighting bulb in series with battery and mains—or something of the sort!

Stratford-on-Avon. *T. S. W.*

IT is certainly quite simple to charge a battery from D.C. mains using an ordinary lighting bulb in series with the battery. The resistance of the lighting bulb ensures that only a small current can pass and usually with this method the trouble is to obtain a sufficiently high charging current, because even a large 100-watt lamp takes only about half an amp, and you would require four such bulbs in parallel with one another, but in series with the battery, to give a charging current of 2 amps.

Carbon filament lighting bulbs would be preferable because they take more current. For instance, a 100 candle-power carbon filament bulb takes about 1½ amps. These can still be obtained to order.

Suspending Insurance

When I had my car in September I intended taxing it for a year. I paid half of the insurance and should have paid the other half this month. The company informs me now that as I am not taxing for the remainder of the 12 months I must sacrifice the amount paid unless I pay the further half and then lapse the policy.

Birmingham, 20. *D. D. V. J.*

IT would naturally cost more to insure for, say, two separate periods of six months than for one year, just as two bottles of medicine cost more than one of double the size. Therefore, your best course is to pay the annual amount and lapse the policy when the car is not in use.

Dynamo Removal

I have a 1934 Talbot 75 model. Is it possible to remove the dynamo from the engine without having to remove the engine from the chassis? There does not seem to be much clearance between the dynamo and the front chassis member; also, when removing it shall I have to take any precautions to prevent upsetting the timing?

St. Leonards-on-Sea, Sussex. *S. J. C.*

IT is possible to remove the dynamo without removing the engine from the chassis, but you may have to lift the radiator a little to do so. The removal will not upset the timing.

Crown Wheel Fracture

I recently hired a self-drive car reputed to be in first-class order. Driving in top gear I could hear a slight rubbing noise at regular intervals that I put down to an imperfection in one of the rear tyres.

However, after nearly 600 miles—the noise getting no worse meanwhile—all at once, as I was negotiating a hill in low gear, it developed into a sharp knocking. Two teeth of the crown wheel were found to be missing, the other teeth being not even noticeably worn.

The inner edges of the broken teeth (what remained of them) appeared dark as though they had been fractured for some time; the outer edges were bright. The owners claim that the damage was caused by my misuse of the clutch. I resent this and would like your opinion. *A. D. A.*

London, N.14.

IT sounds as though there may have been a fatigue crack in two of the teeth on the crown wheel which led to final breakage in the course of your drive. Accurate diagnosis would, of course, be possible only by examination of the components.

Your best remedy would be to have the parts metallurgically examined by an independent authority. It would be most unusual for any misuse of the clutch to produce a failure of a sound crown wheel and pinion in a run of 600 miles on an ordinary touring car with an engine giving the normal power output.

Transmission Wear

I have recently purchased a 1932 9 h.p. Triumph and have found that on application of the hand brake (which acts on the differential via the gear box) the car can be rocked slightly, indicating wear in the differential.

I am wondering if this can be taken up in any way and also if this is a serious fault, as the brake seems to act perfectly apart from this. *R. H. S.*

Sidcup, Kent.

THERE is bound to be a certain amount of play in the universal joints and the rear axle assembly, so it will always be possible to rock the car to some extent. Put the hand brake on, jack up one rear wheel and rock it; if the movement at the rim does not exceed three or even four inches, there is nothing much to worry about. If there is much more than this the axle must be stripped for investigation.

Slipping Belt?

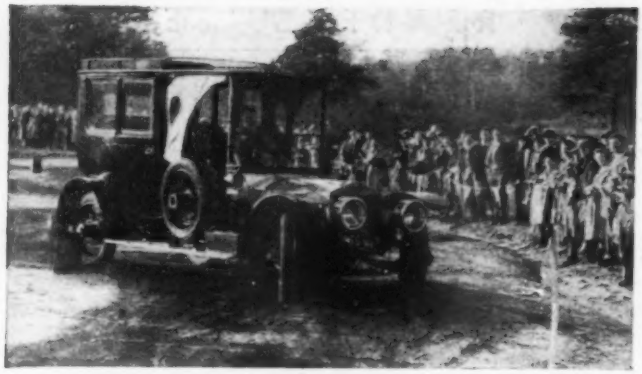
I have a 1936 Standard Ten and when I have done 30-40 miles the ignition warning light starts to glow and then its brightness is varied by the engine speed. While this is happening the ammeter needle drops to zero (sometimes to discharge). Then all will be normal for several miles, after which the same thing happens all over again, usually recommencing when I rev the engine to change down.

I have already tightened the fan belt and cleaned the dynamo brushes. *W. E.*

Keighley, Yorkshire.

THE symptoms certainly suggest a slipping dynamo driving belt. You have tightened the belt, but in view of the age of your car it is possible that there is considerable wear on the belt itself, and possibly also on the dynamo pulley, so that slip does occur although the belt seems reasonably tight.

When you cleaned the dynamo brushes did you make sure that they were sliding freely in their holders?



Period piece : C. J. Bendall, accompanied by John Bland, weaving in and out of the barrels in the 1911 Rolls-Royce limousine at the V.S.C.C. Bisley Rally (page 1576).

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

HAPPILY the weather last weekend was good, which rendered the lot of those enthusiasts who attended, or competed in, the various events so much the more enjoyable. The only people who rejoice when rain falls are the trials organizers, who see therein more possibility of defeating the wiles of competitors and achieving their goal, that of "no clean sheets"; but even the most hard-hearted organizer cannot have begrudged his enemies the sunny skies of last week-end.

The events themselves were good, too, even though the aforementioned lack of the attentions of Jupiter Pluvius did rob some of the hazards of their sting. It is good to see the name of T. C. Harrison as winner of that classic, the "Gloucester"; although he now says he is too old for motor racing, "Cuth" Harrison is as keen a trials man as ever. His wife is his inveterate passenger on these occasions; his son Edward drives T.C.'s last-year's car with great verve, while another son is shortly going to join the ranks of trials drivers—what a family!

By his victory in the appropriate class in the Bisley Rally, P. J. E. Binns becomes this year's winner of the Forrest Lycett Trophy, premier award for the best aggregate performance in the year's V.S.C.C. events. As keenly fought this year as ever, the struggle for this coveted distinction only ended with this, the last competitive Vintage event of the year; Peter and his faithful 30-98 Vauxhall have worked hard this year, and deserve their success.

THE B.R.D.C. announces that Stirling Moss has won this year's Gold Star, for the best aggregate performance in the season's road races, by amassing 111 points. These points were obtained at the wheel of Jaguar, Frazer-Nash, H.W.M. and Kieft cars; for the second year in succession Stirling has won this, the most highly prized award in British motor racing, and this time he has scored a resounding victory, with very nearly twice as many points as his nearest rival. This is Alan Brown, of the all-conquering 500 c.c *équipe*, the Ecurie Richmond; third comes his team-mate Eric Brandon, their points amounting to 56 and 50 respectively. Both obtained all their successes driving Cooper cars.

Fourth is Peter Whitehead, who with the aid of his efforts in Jaguar and Ferrari cars has scored 48 points, and fifth Reg Parnell with a total of 47 points, amassed in Aston Martin, B.R.M. and Ferrari cars. It is a pleasant thing, incidentally, to notice that the first three drivers all used British cars; would that the World Championship would go the same way! Some day . . . .

Stirling Moss also carries off the Seaman Trophy, for the best aggregate performance by a British driver in races abroad, with a total of 58 points. The E.R.A. Club Trophy, to the British driver with a British car putting up the most meritorious performance (in the opinion of the B.R.D.C. Committee) in an international road race outside this country, goes this year jointly to the two Peters, Whitehead and Walker, for their magnificent win at Le Mans in the new Type XK120C Jaguar—and nobody will say that it was not deserved.

AND still they come; tonight competitors set out in the Scottish Sporting C.C. "Cat's Eye" Rally, starting from Blythswood Square in Glasgow at 7.30 p.m.; overnight and tomorrow comes the Bugatti O.C. Welsh Rally, while on Sunday the Berkhamsted M.C. and C.C. hold the annual Lockhart-Bossingham Trial, starting from the Humming Bird Garage on the Watford-St. Albans road at 10.30 a.m., and the Shenstone and District C.C. the Chase Trophy Trial, starting from the Bowling Green Hotel at Lichfield at 10 a.m. A lot of people look like having a busy week-end!

THE Italians have now gone to Mexico and beaten the South Americans in, as it were, their home hemisphere in more senses than one; the long-distance (1,934 miles) trans-Mexico road race resulted in a win for the 4.1-litre Ferrari *coupé* driven by Taruffi and Chinetti, with Ascari and Villoresi second in a similar car. Third and fourth came the Chrysler and Packard of Americans Sterling and Troy Ruttman respectively, while the famous Monte Carlo team of Trevoux and Lesurque took fifth place, but at the wheel of a 1951 Packard and not a Hotchkiss.

In the early stages the American cars, particularly Packards, gained quite a considerable lead; this is interesting in view of the fact that this part of the route is in mountainous country, in which the Italians might have been expected to have the advantage. Perhaps they had trouble. Anyway, there was no doubt about their position at the end; the winners' time was 21 hours 57 minutes 53 seconds, equal to the formidable average speed of 88.2 m.p.h.

COMING SHORTLY

DECEMBER 7.—Brighton and Hove M.C. Annual dinner and dance, Grand Hotel, King's Road, Brighton, 7 for 7.30 p.m.

7.—Scottish S.C.C. Cat's Eye evening rally, starting from the south-west corner of Blythswood Square, Glasgow, C.2, 7.30 p.m.

7.—Cornwall Vintage C.C. Monthly meeting, Chiverton Arms, Blackwater, Cornwall, 7.30 p.m.

7-8.—Bugatti O.C. Rally, Wales.

8.—Alvis O.C. Christmas Party, Hanworth Park Hotel, Feltham, Middlesex, 7.30 p.m.

8.—M.G. Car Club (S.W. Centre). Annual general meeting, prizegiving, supper and dance, Ship Hotel, Alveston, near Bristol, Gloucestershire, 5.30 p.m. a.g.m.; 7.30 p.m. supper and dance.

9.—Shenstone and D.C.C. Chase Trophy Trial, starting from the Bowling Green Hotel, Lichfield, Staffordshire, 10 a.m.

9.—Maidstone and Mid-Kent M.C. Trial, starting from Haywards Garage, Ashford, Kent, 11 a.m.

9.—Berkhamsted M.C. and C.C. Lockhart-Bossingham Trial, starting from the Humming Bird Garage (Watford to St. Albans road), Hertfordshire, 10.30 a.m.

10.—West Essex C.C. Film show, Manor Hall, Chigwell, Essex, 7.30 p.m.

11.—The Lagonda Club. Film show and prizegiving, Prince of Wales Theatre, Drury Lane, London, W.C.2, 7 p.m.

12.—Lancashire and Cheshire C.C. Annual Hot Pot, Five Ways, Hazel Grove.

12.—Hants and Berks M.C. Annual prizegiving, buffet supper and dance, Grove Hall Hotel, Twyford, Berkshire, 7.30 for 8 p.m.

12.—N.W. London M.C. Annual dinner, Frascati's Restaurant, 32, Oxford Street, London, W.1. 7 for 7.30 p.m.

13.—Bristol M.C. and L.C.C. Annual dinner and dance, Berkeley Café, Clifton, Bristol.

13.—West Hants and Dorset C.C. Annual dinner and dance, Grand Hotel, Bournemouth, 7.30 for 8 p.m.

13.—Harrow C.C. Film show, Tithe Farm Hotel, Alexandra Avenue, South Harrow, 7.30 p.m. (all those interested welcome).

13.—Vintage S.C.C. (Midland Section). December meeting, with talk on map reading and navigation by R. O. C. Mellor.

14.—B.R.D.C. Annual dinner and dance and presentation of awards, Savoy Hotel, London, W.C.2. 7.30 for 8 p.m.

15.—**R.A.C. Trials Championship, Wales.**

15.—British Trials Drivers' Association. Annual dinner, Lion Hotel, Shrewsbury.

16.—Fiat 500 Club. Christmas luncheon run, starting from the White City Stadium, Western Avenue corner, London, W.12, 11.30 a.m.

16.—Alvis O.C. (Midland Section). Meeting, Falcon Hotel, Bridgnorth, Shropshire, 12 noon.

16.—West Hants and Dorset C.C. Christmas Challenge Cup Trial, starting from the St. Leonards Hotel, Ringwood-Ferndown Road, Hampshire, 11 a.m.

16.—North London Enthusiasts' C.C. Christmas Trial, starting from Whelpley Hill, Buckinghamshire, 10 a.m.

THE SPORT . . . . . continued

MAN AT THE WHEEL
H. L. Daniell

The name of Harold Daniell has attained legendary stature in the motor cycling world, but is comparatively new to the four-wheeled side of motor racing. Harold, now 42 years old, bespectacled, with thinning hair, was for years the mainstay of the famous Norton works team of racing motor cycles, in both 350 and 500 c.c. classes: his riding style was of the classic variety, and his meteoric performances belied his mild and studious appearance.

Consequently, when he announced his retirement from that branch of the sport and commenced to take an active interest in the racing of 500 c.c. cars, a general air of expectancy arose, and many of his followers prophesied an equally startling career on four wheels. At the end of this, his first full season in a racing car (the front-wheel-drive Emeryson was Daniell's choice, powered—naturally enough—by a twin-o.h.c Norton engine) this has not been entirely justified, as a major success has so far eluded him. But this need not cause anyone to raise his eyebrows in surprise: there are many differences between the two forms of racing which must take time to be assimilated, and Harold himself would have been the most surprised of mortals had success been his at the first attempt.

In business as a motor cycle agent and tuner at Forest Hill in S.E. London, Harold Daniell is married, and has two daughters. Perhaps next year will once more see "First—H. L. Daniell" among the race results.

THE Italian national championships have now been sorted out for the racing season just concluded, and give the following results: Ascari becomes absolute champion, having scored 42 marks, while behind him come Villoresi (34), Farina (27), Taruffi (23), and Serafini and Bonetto with 12 each. In the formula 2 championship, Cortese wins with 28 marks, compared with Ascari (24), Bianchetti (18), Villoresi (14) and Raffaeli (8).

The overall sports car championship goes to Piero Scotti, who piled up 50 marks, while Cabianca scored 46, Stagnoli 40, Bracco 29 and Sighinolfi 23. The sports and touring categories are then subdivided into different capacity classes, while there is also the hill-climbing championship, the racing category of which also goes to Cortese.

SEVERAL well-known sporting personalities have lost their lives recently in ways entirely unconnected with motor racing. Michael Chorlton, film director, who was an immense enthusiast for the *marque* Bugatti and raced a Type 51A in many British events, was killed in a flying accident last month, while F. J. McEvoy, who lost his life in a yachting tragedy off the Moroccan coast, at one time raced a Maserati. Many, also, will be shocked to hear of the accidental death last week of Sidney Richards, who, with his wife, had been a familiar figure in the paddock at Shelsley Walsh for many years; our sympathy goes out to Mrs. Richards.

ON Tuesday evening next, the Citroen Car Club are holding a film show at the Albert Hotel, Kingston-on-Thames, Surrey, at which some of the latest Shell films of motor racing will be shown. Enthusiasts are always welcomed at this celebrated hostelry, which is now being managed by Mrs. Ida Winterbottom since the unfortunate death of her husband Eric during this year's T.T. race.

G. HOWARD-SORRELL, of 8a, Byron Road, Harrow, Middlesex, is most anxious to join a team for the forthcoming Monte Carlo Rally, and would be very pleased to hear from any entrant who has a vacancy for a co-driver-cum-navigator.

J. A. C.

CLUB NEWS

North London Enthusiasts' C.C.—A talk will be given by John Eason Gibson on motor racing, with especial reference to the 1951 season, at the Black Bull, 1446, High Road, Whetstone, London, N.20, on December 21. The date originally announced for this meeting (December 13) has had to be altered. There will be no admission charge, and all interested will be welcome.

Shenstone and D.C.C.—The Chase Trophy Trial, a closed invitation event, will be run on Sunday, December 9. Members of the following invited clubs will be competing: Sunbac, Hagley and District, Leicester, Sheffield and Hallamshire, N. Midland, and the Nottingham S.C.C. Start will be at 10 a.m. from the Bowling Green Hotel, Lichfield, Staffordshire, and the course, of approximately 70 miles, will lead through the Cannock Chase and Abbotts Bromley areas of Staffordshire to the finish at the Bull Hotel, Fradley, near Lichfield.

Bentley Owners' Club.—A dinner-dance and party will be held on December 31 at the Grand Atlantic Hotel, Weston-super-Mare, Somerset. Tickets for this may be obtained from Puck Llewellyn-Evans, Agriculture House, 5a, Hammet Street, Taunton, Somerset.

Maidstone and Mid-Kent M.C.—The annual dinner and dance was held on November 16 at the Tudor House, Bearsted, Kent. The Mayor and Mayoress of Maidstone and Mr. A. C. Bossom, M.P. for Maidstone, attended and there were some 240 persons present. A welcome was given to the club's new president, Leslie Riley, who replaces Sir Garrard Tyrwhitt-Drake, J.P.,

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CLUB NEWS . . . . . continued

in this capacity, and among the quantity of silverware presented after the dinner was the magnificent Margate Corporation Challenge Trophy, the premier award for the Margate Rally, won this year by Wally Freed in his Jaguar XK120.

British Trials Drivers' Association.—Tickets for the annual dinner (Lion Hotel, Shrewsbury, Shropshire, on December 15) may be obtained at 7s 6d each from D. G. Flather, Standard Steel Works, Tinsley, Sheffield. The dinner will coincide with the finish of the R.A.C. Trials Championship.

Herefordshire M.C.—The course of the reliability trial run on November 18 consisted of many observed sections, which had been made difficult by the sodden state of the ground. The whole run covered about fifty miles, and included driving tests en route. The watersplashes were amongst the more formidable hazards as the streams were running at a high level. J. D. Moon, in his Austin Special, was the only competitor to finish with a clean sheet, and gained the premier award. Runner-up, with only one mark lost, was R. B. Lowe, driving his supercharged Dellow. Mrs. Lowe was third in a Dellow, with 2 marks lost, and fourth was M. A. Bryne (M.G.), 3 marks lost.

Harrow C.C.—All members, friends, and members of other motoring clubs are invited to attend a film show at the Tithe Farm Hotel, Alexandra Avenue, South Harrow, on December 13, at 7.30 p.m.

Cemian M.C.—The Christmas party will be at the Gloucester, Sloane Street, London, S.W.1, on Thursday, December 20 (not December 19, as published in the club's calendar). The start will be at 6 p.m.

Fiat 500 Club.—Fiat owners and friends will be welcome at the Christmas luncheon run, arranged for December 16, to the White Hart Hotel, Beaconsfield, Buckinghamshire. The rallying point will be Western Avenue corner, by the White City Stadium, London, W.12, at 11.30 p.m.

West Hants and Dorset C.C.—Regulations have now been published for the Christmas Challenge Cup Trial, to be run on December 16. The morning section will consist mainly of tests in maintaining a set average speed, and will place a premium on map reading; after the lunch stop a number of reasonably easy hills will be tackled. Entries, limited to 50, should be sent to T. W. J. Bryant, Penn Hill Garage, Parkstone, Dorset.

Chilterns C.C.—At the annual general meeting held recently, G. E. Gates, formerly the honorary secretary of the club, was elected chairman; and J. A. Stiff, of Heatherthatch, Reynolds Road, Beaconsfield, Buckinghamshire, took over the duties of honorary secretary in his place.

N.W. London M.C.—At the first of the club's monthly meetings, at the Mason's Arms, Maddox Street, London, W.1, November 15, a quiz was arranged with the Kentish Border Car Club in opposition. Unfortunately the master of ceremonies, Eric Findon, could not make it, and the N.W. London side sacrificed its pet quiz brain by allowing Phillip Turner to step into the breach, which he undertook with great aplomb. Sydney Allard, president of both clubs, captained the Kentish team; but it was not until after the last question that the latter was able to snatch victory from the home side. A return match will be arranged in the near future.

IN BRIEF

Archie Andrews, with a little assistance from Peter Brough, opened a Radiomobile show and service week on December 3 at the Broad Street showrooms of Harold Goodwin (1944), Ltd., of Birmingham. All the cars exhibited were radio equipped.

Mr. A. W. Wright and Mr. H. G. Starley, managing director and director respectively of the Champion Sparking Plug Co., Ltd., have left for the U.S.A. and Canada to confer with the Champion executives in these countries.

Tyres are now being retreaded by the firms in the Retread Manufacturers' Association at the rate of 2,000,000 a year. This was one of the points made at the dinner and cabaret held at Westcliff-on-Sea, Essex, on November 29, by W. J. Wood and Son, Ltd., and Auto Tyre Services, Ltd., manufacturers of Blue Peter retreads, to celebrate the coincidence of W. J. Wood and Son reaching their silver jubilee and also winning the Blue Peter Cup for this year's business results.

The head office of Fina Petroleum Products, Ltd., has now been moved to 25, Victoria Street (South Block), London, S.W.1. Telephone, Abbey 7822.

Mr. W. G. Eyres has been appointed sales manager of Garlick, Burrell and Edwards, Ltd., Renshaw Street, Liverpool. Mr. Alan B. Jackson has in turn taken over management of the firm's Southport depot.

Preston and Bishop, Ltd. (Sales Division), 1-4, Broad Street Place, Finsbury Circus, London, E.C.2, have accepted sole British agency for Goetze oil seals.

Mr. Bernard W. Clark, for some years assistant general manager of the S.M.T. Sales and Service Co., Ltd., Roseburn Street, Edinburgh, 3, has now been appointed general manager of the company. He was with the Chrysler Corporation in their early days in this country, and was with the Shell-Mex and B.P. organization for 14 years.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16109. 1930 12-22 h.p. Les-Francis.
"E.S.T."—Hints on maintenance and a handbook.

No. 16110. 1934 PA-type M.G. Midget.
"S.T.W."—General information and a handbook.

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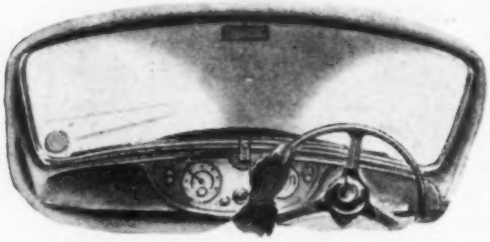

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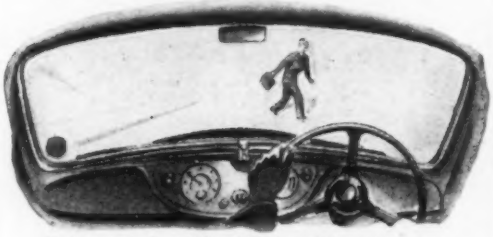

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1950 **FORD** 10 h.p. Prefect saloon, colour green with cloth upholstery, 16,000 miles, very clean car.
1949 (Reg. September) **FORD** 10 h.p. Prefect saloon, colour black with brown leather upholstery, in perfect mechanical condition.
1948 **FORD** Prefect, registered 1949, colour black, with cloth upholstery, fitted loose covers, reconditioned engine and overhaul.
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1948 **FORD** Pilot saloon, black, radio, heater £845
1946 **HILLMAN** Minx saloon, black, overhauled engine..... £595

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1946 **STANDARD** 14 h.p. sal. de luxe... £625
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1946 **FORD** Anglia saloon £485
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1939 **DAIMLER** 2½-litre saloon de luxe £735
1938 **ROVER** 16 h.p. saloon de luxe ... £595
1939 **WOLSELEY** 14 h.p. saloon de luxe £595
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1947 **STANDARD** 8 Saloon	£555
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1950 STANDARD Vanguard Saloon
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1950 TRIUMPH Mayflower Saloon
1950 TRIUMPH Renown Saloon
1950 VAUXHALL Velox Saloon
1950 VAUXHALL Wyvern Saloon
1950 WOLSELEY 6/80 Saloon
1949 ALVIS 14 Saloon
1949 AUSTIN A.40 Saloon
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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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A.C.

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1948 A.C., grey with blue leather upholstery, moderate mileage, superb condition; £1,295. G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton. Elmbridge 6754. [8760

1950 A.C. 2-litre saloon, fawn, perfect condition; £1,295.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [7729

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.—1948 A.C. saloon silver grey, one careful owner, Pram oil filter, heater, etc.; exchanges, terms. [8514

SALE price £1,245.—1949 (June) A.C. 2-litre saloon, finished attractive metallic blue with black wings and blue leather upholstery, nominal mileage only, the whole car in really immaculate condition throughout with an exceptional road performance, taxed to December; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [5731

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. [8537

ADLER

£200—Adler cabriolet 10.5hp, excellent condition, heater, radio, steering column gear changes, independent springing all round; also large range spares for sale.—Williams, 35, Stanley Ave., Beckenham. Bec. 6241. [8541

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BARTLETT.—Alfa-Romeo, finest selection available, we are always interested buyers.—27a, Pembridge Villas, W.11. [8793

CHILTERN CARS offer a supercharged 1,750cc Ten Million Series Alfa-Romeo Zagato 2-seater, engine and gear box rebuilt during last 7,000 miles, cylinders ground, new Martlet pistons, new valves, crankshaft ground, brakes relined, six new tyres; £595; we are interested purchasers of Alfa-Romeo cars.—116, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [8565

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 540 [0124

BEVERLEY MOTORS (proprietor N. H. Mann) Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Maiden 4408. [9581

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CAR MART, Ltd.

1950-51 Allard 2-door saloon, 9,000 miles; £1,245. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8697

POTTER, RICHARDS & CARR offer:—

ALLARD coupe; £730.—Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [1233

1948 (March) Allard drop head coupe, black, in perfect order; £825.—Wimbush & Co., Ltd., Abbey 6696. [9056

1950 (November) Allard sports saloon, black/crown leather upholstery, 1,720 miles; £1,375.—Haskins, Ladbroke 1155. [4160

1948 Allard 4-seater tourer, black, perfect condition, 12,000 miles; £800.—Park House, 15, Foxgrove Rd., Beckenham. Bec. 5605. [8181

1948 (July) Allard 4-seater sports tourer, red, exceptional condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molsey. Tel. 4371. [5020

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.—1951 (free of covenant) Allard saloon, black, red hide, radio, heater, 11,000 miles; exchanges, terms. [8313

Allard Cars Wanted

BARTLETT, the Allard buyers, 27a, Pembridge Villas, W.11. Bayswater 0525. [8797

Allard Spares and Service

ALLARD MOTOR Co., Ltd., Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vanderbilt 2559.

BRISTOL STREET MOTORS, Ltd.

MAIN Ford Dealers, 164-182, Bristol St., Birmingham, 5 (Tel.: Mid.and 5661), for new and used A.Lards, spares and service; distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire; trade enquiries invited. [0100

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

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DICKS.

1934 Alvis 12hp drop head foursome coupe, fitted manual gear box, just resprayed, including modified hood; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9 [8655

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1938 Alvis Speed 25 sports saloon, rebuilt and re-registered 1950, under £10 tax, exceptional condition; £650. [8606

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BROOKLANDS for individuality.

ALVIS distributors; new 3-litre for demonstration

1947—1950 Alvis 14hp cars from £1,050.

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1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1949 Alvis 14hp Tickford coupe.

1948 Alvis 14hp saloon.

1948 Alvis 14hp Tickford coupe.

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1948 Alvis 14hp saloon, black with cherry red leather, a perfect example, as new; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9915

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9517

ALVIS Speed 20 or 25, 4-seater tourer, 1936/8, for private purchaser.—Box 5655. [9106

FOR sale, 1939 Alvis Speed 25, black, with Charlesworth body, excellent order throughout.

A. PILY (Penwith), Ltd., 28, Oswald Rd., Scunthorpe. Tel. 2261 Scunthorpe. [6256

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

1936 Alvis 16 saloon; £250.—Barnes 315, Finchley Rd., N.W.3. Hampstead 2221 Mai. [1627

1938 Alvis Silver Crest 17hp saloon, very good order, comfortable 5-seater; £525.—Box 5615. [8584

£300—1953 Alvis Speed Twenty 4-door tourer offered by second owner, fully maintained.—Box 5593. [8150

4.3-litre V.D.P. 4-door pillarless Alvis saloon, recent engine overhaul.—Potter & Richards, Kensington 6955 or write Richards, 62, Princes Gate Mews, S.W.7. [8926

ALVIS Speed 25 saloon, first registered 19/6/37, exceptional performance, if interested please write for appointment; £525.—Hartree, Rodmoor, Organford, Poole, Dorset. [8891

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080); and 176 Deansgate, Manchester (Tel. Deansgate 4507) [0369

1934 model (October, 1933) Alvis Speed 20 2-door saloon, independent front suspension, condition almost immaculate, good tyres; snip at £175. Want 3-litre Bentley, Riley, or what?—435, Hackney Rd., London, E.2. Tel. Sho. 8205. [9915

895 gns.—Alvis 14, 1947, 4-door sports saloon, black, sliding head, lawn leather, radio, Windtone horns, carefully used, excellent condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8944

1948 (March) Alvis, fitted superb drop head 4-seater sports coupe body, black and chromium, green leather, bumpers, discs, twin horns, fog lamps, one owner, immaculate and imposing car, delightful performance, thoroughly recommended, written guarantee; £1,145; terms; exchanges.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. [8555

ALVIS (Nov. 18, 1936), 1937 model speed 25 Charlesworth sports saloon, immaculately finished in black with brown upholstery, fitted H.M.V. pushbutton radio and demister, this car has had one owner and been chauffeur driven until August 1951 and only done 86,000 miles; no dealers; seen by appointment; £650 or nearest offer.—Heaneage, 1, Beaufort Gardens, S.W.3. Kensington 2984. [9527

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ALVIS

ALVIS, 1937, Speed 25 Vanden Plas sports saloon, 46,000 miles, completely overhauled, perfect condition; £650.—Box 5614. [8577

ALVIS, 1937 Speed 25 Charlesworth saloon, completely reconditioned and in superb condition throughout; any trial; £500.—Box 5629. [8902

£450.—1940 Alvis 14 sports saloon, black, brown leather, excellent runner, bodywork requires a little attention; unrepainable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9096

1938 Alvis speed 25 super sports 4-door saloon, 2-way sliding roof, beautifully finished in original black with chrome waistline, aluminium coachwork by Charlesworth, P100 head lamps, twin pass lamps, twin wind tone horns, twin Lucas horns, special Luvax shock absorbers, dash board control, automatic chassis lubrication, pressure-operated, built-in jacks, also radio and heater, engine maintains high oil pressure and is positively 100% mechanically sound, steering, brakes, gear box, transmission, back axle, all in perfect condition and is definitely an outstanding appearance, classic, thoroughbred; definite y a genuine bargain, £495; taxed; photo to genuine enquiries.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6 [illegible] Pendleton 3457. [8625

ALTON GARAGE, the Alvis people.—£695, 1947 14hp Utility (private); £495, Speed 25 with 7-seater limousine coachwork; £450, 1937 17 Silver Crest; £425, Speed 20 Mayfair sports saloon; £425, Speed 20 V.D.P. saloon; £395, Speed 20 saloon, 2 owners; £365, 17 touring saloon; £345, 1935 14hp sports saloon; £325, 17 saloon, well maintained; £295, Speed 20 V.D.P. sports saloon; £285, 1934 12hp sports saloon; £265, 1931 12-60 super sports beetleback; £245, 1935 14hp saloon; £235, 1936 17 sports saloon; £185, 1928 12-50 beetleback big port; £135, 12-50 2-seater and dickey; £110, 12-50 sports saloon; our specially arranged easy payment terms apply to any car in stock, and the few formalities are completed in an instant.

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1949—50 Alvis; please give particulars and price.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

CHARLES FOLLETT, Ltd., buy good late model cars.—18 Berkeley St., W.1. May 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

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SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis Coventry.

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SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591

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ALVIS repairers and spares specialists.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

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1938 Hudson 22 saloon, special de luxe model, good tyres; £475.

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1938 Buick drop head, and

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1948 Buick convertible, electrically operated hood, all accessories.

1947 r.h.d. Buick 51 Super with extras, very clean car.

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1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated head, fitted with heater.

LATE type Oldsmobile 4-door saloon, hydramatic drive.

1949 Plymouth 4-door saloon, fitted with heater and seat covers.

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SIMPSON'S MOTORS (Wembley) Ltd. (American Car Specialists). Wembley 8691-2. [6451

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SIDNEY MARCUS, Ltd.

1947 Buick 4-door de luxe saloon, l.h.d., beautiful y maintained. £1,575.

1950 Chevrolet de luxe saloon, low mileage, as new.

SIDNEY MARCUS, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557-6970. [5386

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SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4658.

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1949 Buick Roadmaster 6-seater saloon with latest Dynaflow drive.

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1948 Dodge Custom Six series D.24 6-seater saloon, low mileage.

1947 Mercury 8 6-seater drop head coupe (convertible), all extras, small mileage.

1949 Mercury 8 6-seater drop head coupe (convertible), electric hood, overdrive.

1949 Oldsmobile 6 series 76 6-seater saloon with hydramatic drive.

1948 Packard Super 8 6-seater saloon, overdrive and all extras.

1947 Plymouth right-hand drive special de luxe 6-seater saloon, series P15.

1948 Pontiac Streamline 6 6-seater saloon, 4-door model, hydramatic drive.

1948 Pontiac Streamliner 6 de luxe saloon, also with hydramatic drive.

FOR details and prices of above see under respective classifications or tel., write or call:—

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P & J

PARR & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, one owner, loose covers as new.—184, Gt. Portland St., W.1. Museum 1001. [5546

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1950 Armstrong Siddeley 18hp Whitley saloon, heater, 6,000 miles; £1,695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8698

W. J. BROWN, Ltd.

1949 Armstrong Lancaster saloon, black, brown leather, radio; £1,145.

W. J. BROWN, Ltd., Ford Main Dealers,

339 Finchley Rd., N.W.3. Hampstead 4414. [8487

NORMAN AUTOS offer:—

1949 Armstrong 25 7-seater division saloon, in immaculate condition; £425.—354, London Rd., West Croydon. Thornton Heath 4657. [8990

SAUL & SLATTER, Ltd., offer:—

1947 Armstrong Siddeley Lancaster 4-door saloon, black, one owner; £875.

44/46 Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [9072

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1949 Armstrong Siddeley Lancaster saloon, black, serviced by makers.

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1950 (September) Armstrong Siddeley Hurricane drop head coupe, genuine, 12,000 miles; £1,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7871

THE well-known Armstrong Siddeley specialists.

HAMTUNE MOTORS, Ltd., Northamptonshire distributors, 39, Sheep St., Northampton. Tel. 3616. [6208

GORDON CARS (LONDON), Ltd.—1950 Armstrong 18 Hurricane coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue.

GORDON House, 373, Euston Rd., London N.W.1. Euston 6611. [8519

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition; £1,075.

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ARMSTRONG SIDDELEY

£765 cash coupe, one owner, fitted radio and heater, excellent condition, black, brown leather.—VICTORIA MOTORS, 32, Long Millgate (opposite Victoria Station), Manchester, 3. Blackfriars 1549. [6738

CASS'S MOTOR MART.—1939 Armstrong Siddeley 16hp saloon, black, brown hide, genuine 25,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110. [5662

ANTHONY CROOK.—1950 Armstrong Siddeley Whitley one owner immaculate condition, black.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey. Tel. 2232-3.

£199—1936 Armstrong 17 de luxe saloon, black, hide interior, very clean condition, unrepeatable bargain; taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9000

ARMSTRONG SIDDELEY Lancaster saloon, synchromesh gear box, 37,000 miles, grey, maintained by makers, perfect in every respect, one owner.—Battersby, Wycroft, Knutsford, Cheshire. Tel. 2001. [7165

1948 Armstrong Lancaster black saloon, leather upholstery, carefully maintained, one private owner, a splendid opportunity to acquire a really fine reliable car; price £1,200, no dealers.—Apply Box 5545. [8229

ARCHIE SIMONS & Co., Ltd.—1949 Armstrong Siddeley Typhoon saloon, colour, black, manual gear change, nominal mileage, one owner, faultless throughout; £1,075.—94, Gt. Portland St., W.1. Lan. 1543. [8842

1949 Armstrong Hurricane, 16,000 miles, one owner, manual gear box, immaculate condition; £1,150 or near offer; would consider exchange for cheaper car.—56, The Ridgeway, Westcliff-on-Sea. Tel. Southend 77865. [8910

1948 (July) Armstrong Siddeley Typhoon saloon, black with brown hide, mileage 24,000, just through maker's hands and passed 100% perfect throughout; £865.—O. D. Guest, Ltd., Caidmore Rd., Walsall. Tel. 4596. [8545

950 gns.—Armstrong Siddeley, May 1947, Lancaster 4-door saloon, black, sliding head, brown leather and cloth upholstery, radio, heater, small mileage, exceptional condition; taxed, terms, exchanges.—Rowland Smith, be.ow.

1 gns.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; ltd.; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8945

1950 Armstrong (April) Hurricane drop head coupe, 18hp, colour black, one owner, small mileage, maroon leather, heater, taxed, unmarked and as new; first £1,075.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [8869

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ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [5945

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HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5 Peter St., Manchester. Tel. Blackfriars 7845. [0601

PARR & JOYCE, Ltd., London and District distributors wish to purchase carefully used post-war Armstrong Siddeley cars.—184 Gt Portland St., W.1. Museum 1001. [0585

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

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PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0770

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A LARGE stock of spares for the above cars always available.—Parr & Joyce, Ltd., London distributors, Works Hawley Crescent Camden Town. Tel Gut. 4141

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ASTON MARTIN Le Mans 2-6-str., small mileage, maintained engineer owner; nearest £400.—Fawcett, Ashleigh, Ossett. Tel. 365. [8874

1938 Aston Martin, short chassis, 2-seater, in exceptionally good condition, all new tyres; further details upon request; terms arranged.—Hunts Motor Co., Ltd., St. Neots. [8280

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd, Old Windsor, Windsor 2002-3.

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6538

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SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor Tel Windsor 2002-3 [0198

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W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [8456

NIPPY Austin 7 sports 2-seater, superb metallic blue coachwork, new tyres; £235.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [8227

1938 Austin Big 7, beautiful condition; £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [7487

189 gns.—1937 Austin 7 Nippy 2-seater, excellent condition.—Autonips, 5, Balham High Rd, Balham 1509 [7794

1938 Austin 7 saloon, grey, red leather, completely overhauled including rebore, since used occasionally as second car; £285.—Box 5621. [8694

1938 Austin Big 7 4-door saloon, dance, in first-class condition throughout, any trial; £325.—Wembley Court Motors High Rd., Wembley. Arnold 5231-2. [6090

225 gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue sliding head, blue leather, good Dunlop tyres, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6946

Austin Seven Cars Wanted

EARLY Austin 7 wanted; prompt cash.

A.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [8654

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1939 Austin 8 de luxe sun saloon, colour maroon, leather upholstery to match, exceptional condition; 379gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Top price in part exchange on your present motor cycle or car. Unique 5 months' written guarantee. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards) [8596

KENTISH & THOMSON Ltd

1947 Austin 8 saloon, black, 27,000 miles, good condition throughout; £550.

564.—566, Wickham Rd, Shirley, Croydon, Springpark 3477 [8731

C.M.I. CAR SALES (Pri 6623) offer:—

1947 Austin 8 4-door saloon, blue, brown leather upholstery, immaculate condition.—Swiss Cottage, Finchley Rd., N.W.3. [7436

C.M.I. CAR SALES (Pri 6623) offer: —

1939 Austin 8 2-door saloon, black, red leather upholstery, very good condition.—Swiss Cottage, Finchley Rd., N.W.3. [6700

AUSTIN 8, 1939, good running order; £295.—Rayner & Co., Ltd., Food Manufacturers, Commercial Rd., N.18. [8160

1946 Austin 8 saloon, new engine recently fitted, taxed; £475.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6747

£375.—Austin 8hp 1939 blue 2-door saloon, sliding roof, just rebored, 34,000 miles, excellent condition, one-owner driver.—Box 5564. [8237

1946 Austin 8 4-door de luxe saloon, sunshine roof, black with brown upholstery, excellent condition throughout; £625.—Bacon, 8, Murray Rd., Workington, Cumb. Tel. Workington 487. [8245

1947 (Aug.) Austin 8 4-door saloon, L/H drive, only 22,000 miles in beautiful condition inside and out, all tyres new, including spare, particularly ideal and economical for shopping, outstanding value; £525.—Pantiles Service Garage, London Rd., Guildford 5338. [7336

Austin Eight Cars Wanted

C.M.

THE CAR MART, Ltd., London distributors wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0958

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

AS new, post-war Austin 8 required.—Fortune, 55, Cambridge Rd. N.11. Tulse Hill 1286 (day). [0725

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN TEN

COACHCRAFT offer:—

1940 Austin 10 4-door saloon, lift-up bonnet type, two owners, cellulose original and clean, leather good, no rust in body but engine only fair, taxed; £365; terms, exchanges.

COACHCRAFT Elm Rd., Evesham. Tel. 6539. [8921

B. J. HUNTER, Ltd., offer:—

1946 Austin 10 saloon, carefully used, definitely unmatched; £675.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [5702

C.M.I. CAR SALES (Pri. 6623) offer:—

1937 Austin 10 4-door saloon, black, grey leather upholstery, exceptional condition.—Swiss Cottage, Finchley Rd., N.W.3. [5450

1946 Austin 10, radio, as new; £675.—Below.

1938 Austin 10, immaculate condition; £465.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1424-4. [8427

10hp Austin 4-door saloon, spotlessly maintained, grey, 1938 series.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [8223

1941 Austin 10 saloon, excellent condition, taxed, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5422 and 5774 [5739

1947 Austin 10 saloon, new engine recently fitted, taxed; £635.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6746

1939 Austin 10 hammerdge saloon, black with brown interior; car in excellent condition throughout and recommended; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6511

1947 Austin 10 de luxe 4-door saloon, taxed, very good condition throughout, £699; exchange considered.—Turner, Pri. 7985. [4984

1935 Austin 10 tourer, one titled owner, new hood, tyres, etc., taxed; £175.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [7874

1936 Austin 10 saloon, blue, blue leather interior, mechanically very good throughout, bodywork and interior all original and very clean, taxed; £515.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [7903

1946 Austin 10 black saloon, recently overhauled, respayed, etc.; £595 for quick sale.—Fletcher High Meadow, Ridgebourne Rd., Shrewsbury. [5271

1939 Austin 10 saloon, dark blue and black, blue interior, excellent condition throughout; £485.—Ottley Motors, Ltd., 11, Crescent Rd., N.22. Bow 4568. [6248

AUSTIN Cambridge saloons, choice of 4, all in superior condition; from £595; many other Austins in stock.—111-125, Woods Lane, Derby. Tel. 2349. Open 8 a.m.-8 p.m. [8270

£649.—Rare and beautiful Austin 10, one titled owner since 1946; beautiful, spotlessly maintained and genuine small mileage; definitely the finest and cheapest offered.—Bel w.

£495.—1939 Austin 10 Cambridge de luxe saloon; absolutely beautiful interior and mechanically excellent; you must see this one.—Below.

£195.—1934 Austin 10 Tourer only one very careful owner; hood and side curtains as beautifully maintained and excellent value at this price; 3 months' guarantee; hire purchase exchanges.

LAMBS of Wood Green, Motor Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9019

£399.—1940 model Austin 10 de luxe saloon, clean condition, excellent runner, identical to post-war model; taxed; guarantee.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [8997

CHOICE of two 1946 Austin 10 de luxe saloons, black, brown hide upholstery, both one owner, taxed and in immaculate condition; from £650.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [7855

TANKARD & SMITH, Ltd., offer 1946 Austin 10 saloon, black with brown leather, in excellent condition both mechanically and in appearance, written guarantee; £660.—226-232, High Rd., N.15. Stamford Hill 3291. [6469

WALTER SCOTT, Ltd.—1939 Austin 10 Cambridge de luxe saloon, blue, 40,000 miles only, exceptional one owner; £525; terms, exchanges.—35, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914 [6439

1936 Austin 10 Lichfield de luxe saloon with sliding roof, black with brown leather, genuine mileage 41,000 since new, engine never been rebored, carefully maintained by one private owner since new; £525.—Below.

1936 Austin 10 Lichfield saloon, finished Portland grey with grey leather, engine entirely reconditioned recently; a most economical and reliable car; £295.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9006

Austin Ten Cars Wanted

C.M.

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953

AS new, post-war Austin 10 required.—23, Broadwalk Court, W.8. Tulse Hill 1286 (day). [0784

WANTED, pre-war Austin 10.—1, Belmont Hall Court, Belmont Grove, S.E.13. Tel. Lee Green 4555.

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0930

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

AUSTIN A40

NEWNHAMS, Ltd

1950 Austin A40 saloon, grey with blue, excellent condition.

NEWNHAM HOUSE, 255-7-9, Hammersmith Rd., London W.6. Riverside 4646 [2308

CAR MART, Ltd.,

LONDON distributors.

1950-51 Austin A40 saloon, 5,000 miles; £1,195.

1950 Austin A40 saloon, heater, 1,000 miles; £1,225.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [8699

RUSSELL MOTORS offer:—

1949 Austin A40, colour grey, blue leather, fitted radio and heater, many extras.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9458

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, full de luxe model; £935.—Below.

1949 (December) Austin A40 saloon, fitted radio and heater, low mileage; £925.—Below.

1949 (November) Austin A40 saloon, country car, carefully used, £895.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [9675

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown interior, 5,000 miles; £1,145.

836.—642, High Rd., N.12. Hillside 0024. [8375

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 saloon, grey/blue, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8598

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept.) Austin A40 Devon, heater, sliding roof, beige, one owner, 11,000 miles, choice of two, taxed; £1,075.

ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube station, 5 mins. from Marble Arch). Pad. 1620. [8290

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon, fawn, brown leather, 1,700 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8459

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin A40, mileage 15,000; £1,085.

1949 Austin A40, mileage 15,000; £900.—Tel. Radlett 6167 and 5849. [8521

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (September) Austin A40 Devon saloon, black, brown leather upholstery, 9,000 miles only, exceptional value at £1,025.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [9035

1948 Austin A40 Dorset saloon, black, heater, £825.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9304

1949 Austin A40 saloon, blue 15,000 miles, excellent condition, £835.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. [8321

AUSTIN A40 Dorset saloon, perfect condition, heater, radio, £825 or £250 deposit.

ROBIN WOOD MOTOR WORKS, Crystal Palace, S.E.19. Sydenham 6500. [7125

1950 Austin A40 Devon saloon, finished in black, £895; exchange considered.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [7859

1949 Austin A40, blue, blue interior, small mileage, in excellent condition throughout; £787.

BROADWAY MOTORS, 15-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [7120

1949 Austin A40 saloon, grey; £925.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [7725

1950 Austin A40, radio, heater, 5,000 miles.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [6525

1951 series (Nov., 1950) Austin A40 saloon, fitted sun roof, radio, heater, loose covers, mileage 10,000; £1,095.

1949 Austin A40 saloon, choice of two; £945

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [7540

1950 (August) Austin A40 6,000 miles, as new; £975.—The Manager, 179, New Barn St., E.13. Alb. 3366.

700 miles, Austin A40 Countryman.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8304

1949 Austin A40 saloon, grey, one owner, excellent condition; £895; hire purchase and exchanges arranged.

COLLY'S Garage, Earl's Court Rd., S.W.5. Frobisher 0063. [9505

1949 A40 sun saloon, 16,700 miles, one owner, original tyres, scarcely used, really exceptional condition; £975

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [8721

1949 Austin A40 Devon saloon, green with beige upholstery, one owner since new, heater, exceptional condition; £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 5401 [8044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1950 (October), 18,000, beige, heater, one owner; best offer over £1,000.—Walkers Garage, Harrogate Rd., Leeds. Tel. Leeds 61476. [7154

1950 (August) A40 Countryman, fitted heater, dark green, one owner, 20,000 miles; £950.—Starling, Brooke, Norwich. Brooke 227. [8856

CENTRAL GARAGE, Croydon, offer 1949 Austin A40, grey with grey leather upholstery, excellent condition, price £950.—Central Garage, Tel. Cro. 7464. [4727

1949 Austin A40 Devon saloon, grey, beige leather, heater, one owner, perfect condition; £960.—Sutton, 3, North Drive, Birmingham, 20. Nor. 0686. [8863

1950 Austin A40 saloon, low mileage, choice of two one radio, from £975.—Allery & Bernard, Ltd., 572, Kings Rd., Chelsea. Tel. Flaxman 7345. [8790

AUSTIN A40 de luxe (1949), black, sun roof, heater, 25,000, perfect condition, export model, owner (Forces) in U.K. early December, best offer quick sale.—Box 5643. [8935

1950 Austin A40 4-door saloon, low mileage, black with brown, 14,000 miles; accept £945.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6672-8. [5435

1949 (October) Austin A40 4-door saloon, grey, heater, wheel rimbefishers, lovely condition, £895.—Crown Garage, Albany St. (ad). Barracks), N.W.1. Tel. Euston 6507 and 1520. [6411

795 gns.—Austin A40, August 1948, Dorset saloon, light green, sliding head, fawn leather, small mileage, exceptional condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead Tube), Hampstead 6041. [8947

A40 Dorset, July 1948, one owner, 21,600 miles, excellent condition, extras include radio, heater, mirror-clock, Pram filler, K 965 exhaust valves, etc., carefully maintained and regularly serviced, five good tyres, no dealers; offers.—McCormack, 7, All Saints Rd., Bristol. Tel. 34617. [8425

Austin A40 Cars Wanted

THE CAR MART Ltd
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD London, N.W.1.
TELEPHONE: Euston 1212.

A40 car wanted.—Mac, 2, Park Hill, Carshalton, Surrey. [0987

AS now, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2766 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0651

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

1937 Austin 12hp saloon de luxe, mechanically sound, bodywork good; £285.—WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [8466

1936 Austin Light 12 saloon de luxe, in nice condition and good appearance; £195.—MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [6986

1938 Austin 12 Ascot de luxe saloon, one owner, 46,000 miles only, probably the best example on offer to-day; £565.—C. & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256-7. [6621

1939 Austin 12 de luxe saloon, immaculate, guaranteed; £420; payments.—Vaughan 17, Astwood Mews, S.W.7. Fro. 1319. [8146

1939 Austin 12 Ascot saloon, black with brown hide upholstery, taxed, in excellent condition; £445.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [9025

1938 Austin 12 saloon, one owner, genuine total mileage, very good condition throughout.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0156. [3552

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition, £425; also 1936 12/6, above average condition £200.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5762

1935 Austin Heavy 12-4 saloon, two private owners, exceptionally good condition, taxed; £265; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [9069

Austin Twelve Cars Wanted

CM

THE CAR MART Ltd. London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted. —Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

AUSTIN SIXTEEN

RUSSELL MOTORS offer:—

1949 Austin 16, 20,000 miles, one owner, many extras.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. (Tel. Sloane 9288. [8453

AUSTIN SIXTEEN

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner; £895.—WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4177

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout; £1,000.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [6006

145 gns.—1936 Austin 16 saloon, good condition.—Autoships, 5, Balham High Rd., Balham 1509. [7798

AUSTIN 16hp saloons, £10 tax; from £850.—Lawton-Goodman, Cricklewood Broadway, N.W.2. Gladstone 2226. [8462

1949 Austin 16 saloon, black with radio and heater, low mileage and in first-class condition; £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9005

L. F. DOVE offer 1946 Austin 16 saloon, showroom condition, exceptional value, low mileage, black with brown; £895.

1946 (October) Austin 16 saloon, black with blue upholstery, excellent value; £745.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [9070

1949 Austin 16 5-seater de luxe saloon, black with brown hide, fitted heater, very fine condition throughout, one owner; £950.

ROBBINS, 96-98 Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9007

1948 Austin 16, radio and heater, as new; £975.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

1948 Austin 16 de luxe, superb condition, radio, thief-proof locks, heater, just recellulosed, new tyres, 30,000 miles, one owner; £860.—Box 5592. [8360

HIRE car, 1949 (Dec.) Austin 16 7-seater with division, excellent condition throughout; £995.—Hayes, Veronica, Deanes Park Rd., Fareham, Hants. Tel. 2515. [9115

1939 (late) Austin 16, reconditioned engine, brakes relined, nearly new tyres, new battery, bodywork as new, open to A.A. inspection.—J. B. Smith & Son (Launceston), Ltd., Castle Garages, Launceston. Tel. 478-9 (two lines). [8620

850 gns.—Austin 16, 1949, de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8948

HIRE Car (1950) partition, widest forward occasions, 4-door, leather; £8,000, reasonable cost.—ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair-2941. [8397

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.2.
TELEPHONE: Euston 1212.

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0922

AUSTIN 16 cars wanted — Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

CAR MART, Ltd.

1950 Austin A90 Atlantic Convertible, power operated, radio, heater, 13,000 miles; £1,245.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [8700

SLOCOMBES, Ltd.

AUSTIN A90 1949 (late) electric convertible, radio heater, etc.; £1,150.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4669. [6989

RUSSELL MOTORS offer:—

1950 Austin A70 Hampshire saloon, low mileage, radio, heater, sunshine roof.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [6451

1950 Austin A70, superb.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 5268. [6594

H. M. BENTLEY & PARTNERS, Ltd.

1950 (November) A70 saloon, heater, radio, loose covers, sunlight, windscreen washer, 15,000 miles, one owner; £1,175.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [9078

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Austin A70, mileage 13,000; £1,175.

1949 Austin A70, mileage 12,000; £1,175.—Tel. Radlett 6167 and 5649. [2522

1950 Austin A90 hard top sports saloon, finished in grey, 7,000 miles; £1,495.

ERIC HAYES, Ltd., 13 Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [7857

AUSTIN A70 & A90

1950 Austin A70 saloon, black, brown leather, heater; £1,275; also

1949 (Nov.) Austin A90 Atlantic convertible coupe, power operated hood and windows, terms, exchanges; £1,095.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 5466. [9066

1950 Austin A70 saloon, blue; £1,275.—Jack Olding & Co., Ltd., North Audley St., W.1. May 5242. [9075

A 90 (Nov., 1950) convertible, power hood, windows, heater, radio; 8,000; green; £1095.—Tel. Rusper 261. [8853

1950 Austin A70 saloon, grey, 8,000 miles; £1,275.—C. A. Peto, Ltd., 42 North Audley St., W.1. May. 3051. [7717

A90 power operated coupe wanted, low mileage.—Thompson, Hawthorne House, Saltburn-by-Sea. Tel. Saltburn 244. [9118

AUSTIN A70, November 1950, 9,000 miles, radio, heater, sun roof, one owner, showroom condition.—39, Holland Park, W.11. Park 5731. [8686

1950 Austin A70 saloon, heater, etc., 7,000 miles, brand new condition; £1,350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7707

1950 (November) A90 convertible, blue, radio heater, power operated, regularly maintained by agent, 10,000 miles; £1,300.—Victoria 6644, ext. 35/38. [8482

1950 (June) Austin A90 Atlantic convertible, power operated, radio, genuine 10,000 miles, black; £1,400.—G. Baxter & Son, Ltd., Fakenham 2277. [8579

1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; £1,250.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5625

1951 model Austin A90 saloon, radio and heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [8607

1951 (free of covenant) Austin A90 convertible, B.M.T.A. permission to sell, owner going abroad, red biscuit, electrically operated hood and windows, radio, heater, reversing lights, etc.; £1,275.

IMPERIAL MOTOR MART, Royal Crescent, Cheltenham. Tel. 2065-6. [8263

1950-1 Austin A70 saloon, suede green, beige leather, loose covers, heater, etc., 7,000 miles, one owner, as new.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [8106

£1195 !!!—Austin A90 Atlantic drop head coupe, some coupe (convertible), 1950 model, power-operated hood and windows, radio, heater, etc., etc., nominal mileage and in beautiful condition; choice of 5 at

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. [8762

1949—50 Austin A70 saloon, black, brown leather throughout, loose covers, low mileage, whole car in immaculate condition, taxed; £1,285.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [8018

Austin A70 and A90 Cars Wanted

AS new, post-war Austin A70 required.—25, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0691

AUSTIN EIGHTEEN

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1938 Austin 18hp 7-passenger limousine, dark blue, face forward seats, division, 20,000 miles, whole car in practically new condition, one owner, taxed, £1,175.—The Broadway, Mill Hill, N.W.7. Tel. Mill Hill 2040. [8549

CAMDEN MOTORS.—Austin 18hp long chassis York 7-passenger model, 1936, dark blue, leather upholstery throughout, face fwd. occasional seats, whole condition very much above average, new set of tyres last month; £545.

CAMDEN MOTORS.—Austin 18hp 7-passenger limousine, 1935, with division, face fwd. occasional seats, Ace wheel discs, passlights, etc., excellent leather upholstery front and rear, tip-top runner; only £295.

CAMDEN MOTORS.—Austin 18hp long chassis York 7-seater saloon, 1937, dark blue with leather to match, recent complete engine reconditioning, face fwd. seats, heater, etc., excellent condition; £425.

CAMDEN MOTORS.—Austin 18hp Chalfont limousine, 1937, division, face fwds., leather throughout, loose seat covers, radio, etc., late property of country schoolmaster, moderate mileage; £445.

CAMDEN MOTORS.—Austin 18hp limousine, 1938 model (reg. Jan., 1939), black, red leather front and rear, engine bored and sleeved last month, wide face fwd. occasionals, division, inter-com., etc., very good all-round condition; £695.

CAMDEN MOTORS.—Austin 18hp 7-seater, 1938, genuine Windsor model, wide occasionals, a very desirable type of car, taxed privately, original condition throughout; £725.

CAMDEN MOTORS.—Austin 18hp 7-seater, 1938, Windsor model as above, complete Burtonwood reconditioning carried out less than 12 months ago, 11,000 very careful miles since overhaul, engine decoked last month, all new tyres, specially recommended; £795.

CAMDEN MOTORS.—Austin 18hp Iver limousine, 1939, face fwd. occasional seats, division, inter-com., etc., very genuine car in original condition, black coachwork almost unblemished, one of the few pre-war Ivers which has never been used on Hackney or similar work, genuine moderate mileage; £895.

CAMDEN MOTORS.—Austin 18hp Windsor 7-seater, 1939, one wealthy private owner since new, total mileage 39,750, carefully laid-up whole of war period, taxed half-rate up to last year, beautiful condition, wide occasionals; £895.

CAMDEN MOTORS.—Austin 18hp Iver limousine, 1940 (July), as first sight could easily be taken for a post-war car, coachwork and interior leather upholstery virtually unblemished, maintained mechanically absolutely regardless of cost by private owner, widest face fwd. seats, division, heater, inter-com., loose seat covers, passlight, special heavy chromed bumpers with over-riders, superb order throughout; £1,045.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Largest stock of guaranteed Austin limousines in the country; write for post-free catalogue and details of hire purchase, part exchanges, free delivery, etc.; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Mon.-Sat. [8767

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

1937 Austin 18 saloon, one owner, £285; 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5736

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—R. C. Mortlake, 853, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4605. [8050

L. F. DOVE offer 1937 (model) Austin 18hp Hertford saloon, black with brown leather, exceptional condition, one private owner, genuine 32,000 miles; only £495.—69, Broadway, Wimbledon, S.W.19. Liberty 3600. [9071

265 gns.—Austin 18, 1936, Hertford de luxe 4-door saloon, black, sliding head, leather upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8949

CHILTERN CARS offer a 1939 Austin 18 long chassis Windsor de luxe 7-seater, face forward folding occasionals, immaculate black celluloise with dark blue leather upholstery, coachwork literally unmarked, exceptional mechanical condition, twin Melotones, tyres as new, an almost faultless example of this popular model; £745; terms; exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [8564

A & S Offer selection of 1937/38/1939 seven seater Saloons, also partitioned Limousines, leather, black, guaranteed. Seen:—
LPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8398

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0926

7-passenger 1937/38/39 required, good order essential, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [8410

AUSTIN TWENTY

ROUNDABOUT offer you the opportunity to purchase the ideal hire car:—

1937 Austin 20 7-seater Mayfair saloon, 24hp, colour grey/black, this car is in first-class condition throughout and it is doubtful if there is another to equal it on the roads to-day why not give us the opportunity of proving this statement by inviting us to bring the car to you for your inspection? £495, offers considered.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [7397

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-seater Limousines, 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [8409

AUSTIN TWENTY-EIGHT

A & S Limousine 1939 Ranelagh, partition, leather throughout, engine overhauled, exceptional condition throughout. Seen:—
ALPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8399

AUSTIN A125 & A135

CAR MART, Ltd.

1949 Austin A125 Sheerline saloon, 19,000 miles; £1,575.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [8701

AUSTIN Sheerline saloon, silver grey, radio and heater, nominal mileage, one owner.
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [8510

1949 Austin Sheerline saloon, grey with grey leather upholstery, radio and heater, one owner; £1,595.
HAIG'S MOTOR Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32260. [8516

1950 (Aug.) Austin Sheerline saloon, black with brown leather upholstery, radio and heater, one owner; £1,875.
HAIG'S MOTOR Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32260. [8515

1950 (Nov.) Austin Sheerline saloon, black with beige leather upholstery, radio and heater, one owner; £1,895.
HAIG'S MOTOR Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32260. [8514

BARTLETT.—Austin 1950 Sheerline, 14,000 miles, one owner, radio, etc.; £1,650.—27a, Pembridge Villas, W.11. Bayswater 0523. [8794

1950 (October) grey Austin Sheerline saloon, 6,500 miles only, innumerable extras; £1,900.—Grosvenor Motors, Rhyl. [9128

1950 (July) Austin Sheerline, black, 9,000 miles; what offers?—Rowlands, White House, Old Colwyn, N. Wales. Tel. 5230. [8658

1950 Austin Sheerline saloon, silver/grey, 6,200 miles; £1,950.—Jack Olding & Co., Ltd., North Audley St., W.1. May. 5242. [7690

1950 Austin A135 Princess saloon, 4,000 miles.—Green & Zonin, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [8476

£1595.—Austin Sheerline saloon, late 1949, black with fawn leather, radio, heater, completely immaculate, negligible mileage.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. [8754

1949 model Austin Princess, 27,000 miles, excellent condition; £1,595, or exchange.—Kingsway Motors, Hoylake, Cheshire. Tel. Hoylake 3351-2. [8867

1950 (May) Austin Sheerline, 21,000 miles, black with bench type seat.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [0425

AUSTIN Sheerline saloon (June 1948), mileage 25,000, one owner, colour black, condition quite exceptional; £1,275.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0896. [8489

AUSTIN A125 & A135

JANUARY, 1950, Austin Princess saloon, in metallic grey with grey upholstery one owner and guaranteed mileage 15,000, chauffeur maintained, in excellent condition throughout; nearest offer to £2,250.—C. MORRIS JONES, Bala, Merioneth. Tel. Bala 137. [7651

AUSTIN Sheerline, late 1949, all equipment and accessories, 15,000 miles, twin exhaust, giving genuine 25 m.p.g., ex. cond., one owner driver; offers invited; no dealers; view by appointment.—Shuter, 101a, Hamilton Terrace, N.W.8. Cun 9256. [8906

1950 (March) Austin Sheerline, black, with beige leather, small mileage, original tyres, in superlative condition and including leather boot with three suitcases to match; £1,900 or near offer.—24, Cherry Garden Rd., Canterbury. [7210

1395 gns.—Austin Sheerline, 1949, saloon, grey, sliding head, grey leather, radio, heater unworn tyres, one careful owner, exceptional cond., tax, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8950

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

AUSTIN MISCELLANEOUS

TAXICABS.—Ex-London Austin heavy 12-4 selected 6-seaters; from 85gns.
WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [8229

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 Countryman, green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, black.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8518

LATE 1937 Austin tourer, overhauled and excellent condition; £235.—Youghal Lodge, Uphill, Weston-s.-Mare. [8858

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4901-3. [0514

MARBLE ARCH MOTOR SUPPLIES submit three of the famous Austin vehicles: a 1946 Austin 16hp de luxe saloon in wonderful condition, just re-prayed and is fitted with radio and Rimbellishers, owned and maintained by an engineer, the best 16hp available, special offer £995; also excellent 1946 Austin 16hp de luxe saloon, just fitted new engine and shock absorbers a fine medium-priced car at £695; also a 1949 Austin A40 van which looks almost new at £645; exchanges or terms.—High St., Watford. [7423

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 3787. [0622

MARSTON MOTOR Co. for your Austin.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb 6043 (9 lines).

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8339

RAWLINGS BROS., Ltd., 67a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0912

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 253. [0541

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 5051. [9026

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

C. G. & NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

IF it's Austin spares try Sands the Austin People, Northam, Bucks Rd. [0905

FRICKERS OF HOLLAND PARK (next door to underground) for Austin service and spares.—Tel. Park 5077. [9029

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units.—Tyre Northwood's Brpt.—45-47, Newington Causeway, S.E.1. Hop 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin, sales service spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

WEST London.—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2844-5. Old and new friends welcome. [3613

Austin Spares and Service

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim 0125. [0414

BRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, leaf boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—37, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½- & 4¼-litre)

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H. R. OWEN, Ltd.,

17, Berkeley St.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.

A National Motoring Organisation.

1950 Bentley 4¼-litre mark VI d.h. coupe by Abbott in grey, upholstered blue hide, this superb example of British craftmanship is fitted bumpers with overriders, radio, etc., and is in immaculate order. Ref. H.7668.

1950 Bentley mark VI 4¼-litre standard steel saloon (SR) by Bentley in grey, upholstered grey hide, many extras include panic labels, compacts, loose covers to front etc. Ref. H.8155.

1949 Bentley 4¼-litre mark VI standard steel saloon (SR) by Bentley in grey, upholstered cars grey leather/ blue piping, extras, in excellent condition. Ref. H.7878.

1949 Bentley 4¼-litre mark VI standard steel saloon (SR) by Bentley in 2-tone grey, upholstered blue hide, chrome waistline, fitted extras low mileage. Ref. H.7547.

ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—
H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060. [8360

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork have a large selection of Mark VI Bentley saloons (1947, 1948, 1949 and 1950) all in superlative condition.
H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

FOX. [8940

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

NORTHERN Bentley Specialists.

1950 Mark VI standard steel saloon, tudor grey with maroon leather.

1949 Mark VI standard steel saloon, black with grey leather.

1949 Mark VI standard steel saloon, tudor grey with grey leather.

1948 (Sept.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.

1947 (Nov.) Mark VI standard steel saloon, black with blue leather.

FOR further particulars please contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0908

CAR MART Ltd

1950 Bentley Mark VI Steel saloon, 13,000 miles; £5,650.—Car Mart Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [8708

R. F. FUGGLE, Ltd.

1950 mark VI Bentley standard steel saloon, one owner, genuine mileage 9,000; £6,250.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [7950

FRANK DALE offers:—

1935 Bentley 4¼ Series 4-door saloon by Thrupp & Maberly exceptional condition, Bentley maintained.—96, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [5341

PARK WARD & Co., Ltd.,

OFFICIAL Bentley retailers.

OFFER slightly used Bentley Mark VI cars; details on application.
PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0905

R. C. MORTLAKE offers.—

1936 4¼ Bentley Park Ward 4-door sports saloon engine overhauled, coachwork reconditioned altogether immaculate; £1,550.—R. C. Mortlake, 853, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4605. [5751

CYRIL SHEPPARD offers.—

1935 Bentley 3½-litre 4-door sports saloon by Freestone and Webb, sweet tail with hood, dual grey with leather very pretty car, excellent chassis, chauffeur maintained, one owner; £1,275.—102, Kings Rd., Reading 2712. [9034

BROOKLANDS for Individuality.

1949 Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.
BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [4590

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd.

TOM GARNER, Ltd., offer:— [0067

1949 Bentley 4¼-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles only.

1950 Bentley 4¼-litre Mark VI semi-razor-edge sports saloon by H. J. Mulliner, silver and blue with blue leather, 9,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8501

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley

RETAILERS, offer:—

1950 Mark VI Bentley standard saloon, with division, black with beige leather; £5,950.

1950 Mark VI Bentley standard saloon, green with beige leather; £6,250.

1950 Mark VI Bentley standard saloon, midnight blue with blue leather; £5,950.

1948 Mark VI Bentley standard saloon, metallic grey with grey leather; £4,350.

1948 Mark VI Bentley standard saloon, black with beige leather; £4,350.

1947 Mark VI Bentley special 2-door saloon by H. J. Mulliner, grey with brown leather; £4,250.

1934 3½-litre 2-str sports, black; £1,190.

DELIVERY of new and used cars quoted on application.

AUDLEY House.

NORTH Audley St., W.1.

MAYFAIR 5242. [9076

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (Jan.) Bentley Mark VI chassis fitted with special coachbuilt Countryman saloon body by Harold Radford (Coachbuilders), Ltd., colour grey and natural grain wood with grey leather upholstery, fitted with radio, heater, demister, loose covers and many other extras, just passed by Bentleys and fitted with new tyres, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6399

McKINNON MOTORS, Ltd., offer:—

1938 (March) Bentley 4¼-litre, L.E. series, Thrupp & Maberly semi-razor-edge saloon, black, excellent history.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey (pipleway main road between Croydon and Sutton, or rail from Victoria to Wallington station). Established 1906. Tel. Wallington 3404. [8221

H. M. BENTLEY & PARTNERS, Ltd.

1947 Mark VI razor-edged 2-door sports saloon by James Young, black with fawn hide interior, one owner: £3,950.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [7652

MASCOT MOTORS, Ltd., offer the following:—

1939 4¼-litre overdrive Young sports saloon.

1935 3½-litre Rippon sports saloon.

1934 3½-litre T. and M. sports saloon.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [6382

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Bentley 4¼ Park Ward saloon, respayed; £2,450.

1947 (Oct.) Bentley Mark VI saloon, all 1950 engine modifications; £3,895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5823

ALAND & TABOR, Ltd., Welwyn 481, offered with three months' guarantee:—

1936 Bentley 4¼-litre 4-door 4-light saloon by Vanden Plas, grey and black, grey leather, excellent order; £1,950.

1935 3½-litre Bentley Park Ward saloon, 62,000 miles; £1,050.—Box 5616. [8621

CHARLES Attwood & Son Ltd., Official Rolls-Royce & Bentley Retailers, Wolverhampton.

1950 (Nov.) Mark VI Standard Steel saloon, grey with grey hide, one owner, speedometer reading 5,000.

1948 (March) Standard Steel Saloon, grey with grey, one owner, speedometer reading, 15,000.

1947 (Dec.) Standard Steel saloon, black with brown, two owners, speedometer reading, 42,000.

1947 (April) Standard Steel saloon, black with brown hide, all the latest modifications, two owners, speedometer reading, 26,000.

CHARLES ATTWOOD & Son, Ltd., Wolverhampton. Tel. Wolverhampton 20634-5-6 (3 lines). [8624

FOR sale, Bentley Mark VI, 1950, 18,000 miles, standard steel saloon.—Apply to Box 5613. [8567

PADDON BROS., Ltd.—Always have a good selection of Bentley and Rolls-Royce cars.—60, Cheval Place, S.W.7. Ken. 9477. [5830

1937 Bentley 4¼-litre Park Ward sal., chauffeur-maintained; £2,000 or near offer.—Box N.629, Lee & Nightingale, Liverpool. [8207

BENTLEY (3½- & 4¼-litre)

CHARLES FOLLETT Ltd., accredited Rolls-Royce and Bentley retailers and repairers offer:—

1949 Bentley Mark VI Standard Steel saloon, black, grey leather, one owner, 17,000 miles only, maintained by makers, perfect in every respect; £5,450.

1936 (Nov.) Bentley 4¼-litre all steel saloon of Park Ward, black, brown hide, 82,000 miles, in really magnificent condition, very good history; £1,850.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [8851

SWANMORE Garage, Rolls and Bentley Specialists, 1170-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1948 Bentley Mark VI S.C. saloon, grey.

1938 Bentley 4¼ L.E. Park Ward saloon, works reconditioned engine.

1938 Bentley 4¼ L.E. Park Ward saloon, exceptionally attractive.

1937 Bentley 4¼ Gurney Nutting streamlined 4-door saloon, silver.

1935 Bentley 3½ Barker 2-seater d/h coupe; exchange terms.

1934 Park Ward saloon in very good condition throughout, grey, red leather; £1,225.—Brocklebank, 9, Weymouth St., W.1. Lan. 5126. [8356

1950 Bentley Mark VI, standard steel body, black, 600 miles.—W. Dare, 82, Queens Court, Bayswater, W.2. Gerrard 5072, Bayswater 5085. [6458

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4945

BENTLEY Mark VI steel saloon, January, 1949, pearl grey with blue hide upholstery, latest fittings, carefully maintained; £4,650.—Morgan's, 25, City Rd., Cardiff.

1937 4¼ Park Ward D.H.C., black with blue interior, considerable sum spent reconditioning, recently decoked and checked over, two owners, £1,850.—Mitcham 3033. [6616

1949 Bentley Mark VI Standard Steel saloon, black blue hide, late modifications, one owner, 14,000 miles.—British and Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. [8606

£1695 —4¼-litre Bentley saloon, over £500 spent with makers, receipt shown; part exchange considered.—Lawton-Goodman, 56, North Audley St., W.1. Mayfair 8360. [8463

1936 Bentley 4¼-litre Gurney Nutting 2-door sports saloon, mileage 78,000, recently reconditioned, maker's accounts available; a most attractive car in outstanding condition.

1935-6 Bentley 3½-litre Park Ward sports saloon, mileage 76,000, recent engine overhaul, whole car in most exceptional condition.

THOMPSON-DOXEY, Ltd., Sefton St., Southport. Tel. 3938. [8491

1937 Bentley 4¼ sports saloon by H. J. Mulliner, black, grey hide, discs, good tyres, clean inside and out, excellent mechanical condition, 27,000 miles, any trial, terms, £1,750.

NEWCASTLE (STAFFS), MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266-7-8. [7174

1935 Bentley 3½-litre Mann Egerton 4-door sports saloon, latest modifications, exceptional condition.—Fitman, "Camrose House," Highworth, Wilts. Tel. Highworth 227. [8576

1950 (March) Bentley Mark VI Standard saloon, 20,000 miles, one owner, for sale due to delivery of new Bentley; offers wanted over £5,000.—Southern, Robin Hood Works, Bristol 3. Tel. 220. [6837

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0565

ROLLS-BENTLEY 3½-litre, first reg. July, '34, sportsman's saloon by Hooper, finished in two-tone grey, unmarred, grand condition, £1,075.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [5623

BENTLEY 1936 3½-litre Thrupp & Maberly saloon, one of the most attractive cars in the Midlands, late property of millionaire and beautifully maintained, used only occasionally; £1,800 or near.—1257, Stratford Rd., Hall Green, Birmingham. Tel. Springfield 1556. [9159

4¼-litre Bentley 4-door sports saloon by Park Ward, finished in black with brown leather upholstery, recellulosed and overhauled, first registered in December, 1936; this car is in excellent condition; £1,750.—Clarke's of Pirbright, Surrey. Tel. Brookwood 2201-2. [9281

1935 (May) Bentley 3½-litre 4-door sports saloon by Park Ward, a fast and luxurious car with exceptional luggage accommodation in large boot, colour black with brown hide upholstery, mileage 68,000, fitted new tyres, R.M.V. radio, sliding roof; we see very many post-war cars which cannot match this vehicle for its immaculate condition; £1,550.

ANCHOR MOTORS, The Newgate, Chester. Tel. 21512. [8219

1936 August, 4¼-litre, GP series, Park Ward sun saloon, black 68,000 only, excellent history.

1937 July, 4¼-litre, KT series, James Young drop head foursome coupe, black, many extras, delightful condition.

1939 April, 4¼-litre overdrive, MR series, Park Ward sun saloon black, excellent history, carefully maintained.

ALFE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair-2941. [9406

BENTLEY (other than 3½ & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7661

1934 Bentley 4-door sports saloon, special body, excellent condition, price £1,050.—Central Garage, Croydon. Tel. Cro. 7464. [4728

BENTLEY sports 2-seater 15.9hp, 1924, terrific performance, taxed; £250.—Foster Cars, 136, Burton Rd., Derby. Tel. 45614. Open week-days 9 a.m.-8 p.m.

4¼-litre Bentley, rebuilt and re-registered 1938, same time fitted new open 4-seater body, exceptionally fine looking Bentley in really fine mechanical condition; £425.

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7865

BENTLEY (other than 3½ & 4¼-litre)

1934 Bentley chassis with most attractive 7-seater wooden utility body by Mulliner, a fast car in excellent condition; £895.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6151

BENTLEY 1930 4½, 4-seater tourer body by Jensen 1939, excellent condition, radio, three extra tyres, spare front and back axles; offers.—Harley, Didbrook Fields, Winchcombe, Glos. Tel. Toddington 252. [7597

BENTLEY 3-litre Red Label sports tourer, green and silver, grey hood, tonneau, etc., completely rebuilt and virtually a new car; engine not yet run in; fitted P 100s, twin S.U.s, with electric pumps, registered 1951. £10 tax; must be prettiest 3-litre in the country. Price £650 or offer; seen at.— Brett & Son, High St., Cholsey, Berks. Tel. Cholsey 73. [8350

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CMTHE CAR MART Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0058

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 5431-2. [5521

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0070

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [8315

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0340

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0857

PRIVATE.—Gentleman (midlands) requires genuine very low mileage 1950 Bentley; fair price but must be as new.—Duffield 2261, or Box 5630.

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0631

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningham 5936-7-8. [0562

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-15, Merchiston Mews, Edinburgh, 11. Tel. Jupiter 2765. [5941

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro 7464. [6353

S.M.W.

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [5350

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer; spares and service for Bond Minicar.—Central Garage, Croydon 7464 [8629

RAYMOND WAY for Bond Minicar repairs, spares & and service under Bond-trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models free.

RAYMOND WAY, of Kilburn. [0827

BRISTOL

BROOKLANDS for individuality.

1950 Bristol 402 coupe, maroon, serviced by makers.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 5351-6. [4351

BRISTOL 400, one owner, latest wheels and gear box, perfect condition.—Box 5657. [9121

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

FRAZER NASH cars offer:—

1950 (May) Bristol 401 chassis with genuine Farina 2-4-seater convertible cabriolet bodywork, total mileage 16,000, colour off-white, red leather, an immaculate and carefully maintained car.

1950 type 401 standard saloon blue, heater, radio, speedometer reading 21,000.

SUPERLEGGERA/401 chassis type, get special sports saloon bodywork by Touring of Milan; Solex carburettors, Newton shock absorbers, close ratio gear box—to be recellulosed colour to choice.

1949 type 400 saloon, low mileage car, colour grey.

1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P770 headlamps, etc., colour blue; also two other type 400 saloons, colour black.

A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [6987

KEVILL DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [4987

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

BRISTOL 402 drop head coupe, at a reasonable figure, enquire:—

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6722

1950 Bristol 402 convertible, in really beautiful condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80 Piccadilly, W.1. Grosvenor 4141. [0618

ANTHONY CROOK.—1950 type 401 saloon; 1949 400 saloon, specialised after sales service and all spares.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey. Tel 2252-3. [6647

1950 (Dec.) 401, grey, beige interior, radio, heater, loose covers, superb condition throughout; £3,750.—Morgan, "Moorings," West End, Woking. Tel. Chobham 46 (after 7 p.m.). [8447

1950 (June) Bristol 401 saloon, heaters, H.M.V. wireless, latest type close ratio gear box, small mileage, maintained exclusively by makers and indistinguishable from new, black, beige upholstery.—Wilncote Service Station, Tamworth 481. [8195

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0525. [6796

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [3049

B.S.A.

B.S.A. Scout 10hp 2-s.r., extremely smart, 45 mpg. any trial; nearest £275.—Reg. Schofield, Riverside 4141.

1937 B.S.A. coupe, good mechanical condition, £225.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [5365

£235—B.S.A. 10 tourer, 1937, attractively finished in red, mechanically perfect, bargain.—M.B. Motors, 356, New Cross Rd., London, S.E.14. Tideway 3779. [5439

1936 B.S.A. 10hp streamlined saloon, black with grey leather, very good condition, bargain; £225.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 8004. [9707

345 gns.—B.S.A. Scout, 1939, series 6, 10hp sports 2-seater, red, silver wheels, red leather, good tyres, excellent condition taxed; terms, exchanges.—Rowland Smith, below.

225 gns.—B.S.A. Scout, 1938, 10hp series 5 sports 2-seater, black red leather, good condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6951

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models. Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [5229

TYPE 44 Bugatti tourer (24hp), recently completely rebuilt, taxed year; £525.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7.

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 5, Lonsdale Rd., Elburn, N.W.6. Maida Vale 1351. [0071

BUICK

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories.

1947 r.h.d. Buick 51 Super, with extras, very clean car; for full lists see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [8429

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1950 Buick 4-door saloon, colour maroon, 9,000 miles.

RHD 1949 Buick 4-door saloon, low mileage, radio and heater.

RHD 1948 4-door saloon, colour black, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4658. [7481

BUICK

1939 Buick 31hp, steering gear change, leather upstery, almost indistinguishable from new £375.—Bec. 6977. [9125

1936 Buick 20 saloon, leather, excellent, guaranteed, £185; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fre. 1319. [9108

1947 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5505

1937 Buick Viceroy 31hp saloon, one private owner since new, carefully used; £425, or near offer.—Campbell Symonds, Wembley 6262. [8422

1939 Buick Century convertible, radio, very low mileage, wonderful condition; £695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9152

BUICK Super '51 saloon, first registered January, 1949, every extra, beautiful condition; £1,745.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9150

£335—1937 Buick super saloon, original condition throughout, a bargain.—G. P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube.) Bait 1107-8-9. [8454

1949 Buick convertible drop head foursome, power-operated head and windows, dynaflow, gear change automatic, 10,000 miles only.—Offers to W. R. Baird Belfast, Telegraph, Belfast. [8239

CAMDEN MOTORS.—Buick 31hp Special Viceroy saloon 1940, fitted heater, loose seat covers, passlights, rimbellishers and all post-war features, privately owned and in very good condition, 6 almost brand new tyres; £595.

CAMDEN MOTORS.—Buick 31hp Special Viceroy saloon, 1937, fitted radio, etc., this car has only done 6,500 miles since complete engine reconditioning by main Buick distributors and the whole car in very special mechanical order; £415.

CAMDEN MOTORS.—Buick Dynaflow Roadmaster 4-door 6-seater saloon, late 1949 model with all the latest features, Dynaflow drive, "Pilot" centred instruments, traffic blinkers, automatic door-lighting, built-in radio, heater, demisting, de-icing "screenwash," etc., immaculate bodywork, present production model, superbly finished in "ice blue" with interior in fawn broadcloth, Tygan Tartan loose seat covers, etc., chauffeur-driven and maintained since new, negligible mileage; £2,750.

CAMDEN MOTORS.—Buick Super Eight Special 6-seater drop head coupe (convertible), 1949 model, fitted at extra cost with Dynaflow drive, electric hood and window lifts and all extras and features as above, a most immaculate car which has been carefully and sparingly used; £2,750.

CAMDEN MOTORS.—Buick Special Eight series 40 6-seater saloon, Feb., 1947, black and chrome, "mouth-organ" new-look front, loose seat covers, radio, heater, traffic blinkers, automatic door lights, map lights, etc., immaculate condition; £1,195.

CAMDEN MOTORS.—Buick Super Eight special 6-seater saloon, Aug., 1940, one of the very last models produced pre-war, a stylish and imposing looking car, handsome dark blue and chrome coachwork, spotless interior upholstery and fittings, built-in radio, steering column gear change, rimbellishers, overriders, twin Bosche passlights, privately owned by some wealthy family since new, carefully stored 1941-1946, genuine total mileage 48,500, extensive mechanical overhaul by Buick distributors in July of this year, an exceptional car; £695.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [8775

BUICK Viceroy saloon, 1939, two owners from new, steering column gear change, fitted radio, unmarked inside and out, any R.A.C. or A.A. inspection invited; £595 or exchange 1½—or 2½-litre Jaguar.—Linley, 153, Tressell Lane, Northfield, Birmingham. [8472

£500 the pair, or near offer.—Maclauchlin Buick special 8 saloon in immaculate condition, black and chrome, late pre-war model, also another 7-seater touring saloon in very nice condition, full occasionals, black and chrome, ship for superior hire services.—Eltham 6262. [9696

£699—Magnificent Buick Viceroy 30hp de luxe saloon, immaculate leather upholstery, exterior beautiful and just like new, this vehicle has been maintained regardless of expense and literally looks as though it has just left the 1939 Motor Show; you cannot better this Buick elsewhere, see and compare it; 3 months' guarantee, hire purchase, exchanges.

JAMES OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9020

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Buick. Wembley 8691/2. [0664

ROY GALWAY Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars.

SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London W.1. Regent 7121. [0304

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Buick. Tel. Wembley 8691-2. [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7191. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

LHD 1947 Cadillac Fleetwood 4-door saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4658.

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Cadillac from 1937 onwards. —Wembley 8691-2. [0665

ROY GALWAY Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7191. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1951 Chevrolet saloon, radio, heater and seat covers, very low mileage.

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated hood, fitted with heater; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [8430

BRITISH & COLONIAL MOTORS offer:—

1946-7 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., £10 tax.

1949 Chevrolet 4-dr. Styleline saloon, r.h.d., 14,000 miles.

1949 Chevrolet 4-dr. Styleline saloon l.h.d., 9,000 miles.

BRITISH & COLONIAL MOTORS Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588. [8819

LATE model 1949 Chevrolet 4-door saloon, left-hand drive, 15,000 miles only, one careful owner.—Tel. Mountview 6469 after 7 p.m. [8626

1950 Chevrolet de luxe saloon, low mileage as new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1501

1936 reg. Chevrolet 26hp saloon, overhauled and in good condition, £165 o.n.o.—36, Capel Rd., Forest Gate, London, E.7. Mar. 5257. [8537

1950 (Dec.) Chevrolet 4-door de luxe saloon, blue, 10,000 miles; £2,100.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8004

1949 Chevrolet 2-dr. de luxe saloon, fitted radio, heater, loose covers, spot lights, excellent condition, left-hand drive, clr. black; price £1,675, n.p. can be arranged.—Bon 5645. [8205

CAMDEN MOTORS.—Chevrolet right-hand drive Fleetmaster 6-seater saloon, 1947 model with full mouth organ front and chromed waistline, beautiful steel grey finish with duo-grey interior, all usual post-war American features, loose seat covers, white walls, etc., moderate mileage, £1,345.

CAMDEN MOTORS.—Chevrolet Fleetline de luxe six saloon, series G.J six, 1949 model with latest production body styling, intake vents-to front grille, enlarged curved windscreen and wrap round rear window, cluster type instruments, radio, heater, white walls, etc., immaculate metallichrome finish in maple green, recorded mileage 15,250; £1,745.

CAMDEN MOTORS.—Chevrolet Stylemaster de luxe saloon, June, 1946, new look front and sloping streamlined back similar to 1948 model, all extras, radio, heater seat covers, white wall tyres, etc., excellent condition; £925.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Tel. 2041 (5 lines). Write for post free catalogue; over 400 cars ready for inspection and purchase; hire purchase, part exchanges; free delivery anywhere in the country; fares refunded in full to purchasers from any part of the United Kingdom; showrooms open from 9 a.m. to 8 p.m. from Monday to Saturday. [8774

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd.

THE American Car Specialists urgently require all models Chevrolet. Wembley 8691/2. [0666

BRITISH & COLONIAL MOTORS, Ltd., distributors for London & Home Counties, require good Chevrolet cars, Upper St. Martin's Lane, W.C.2. Tem. 3588. [8802

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chevrolet. Tel. Wembley 8691/2. [0478

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8801

CHRYSLER

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1951 new Chrysler Plymouth 4-door saloon, colour blue.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins) Ken. 4658.

GATEHOUSE offer:—1936 Chrysler Wimbledon saloon, black; £450.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou 4444. [8419

CHRYSLER 8 1936, £260 in excellent condition, taxed for the year, very good hire car.—Apply 23, Colonnade, Russell Sq., W.C.1. Terminus 6193. [6525

1938 model Chrysler Imperial limousine, 57,000, stored 10 years in spotless condition, late property of elderly lady; £900 offers.—Mr. and Mrs. "Brookfands," Meole Brace, Shrewsbury. [5585

£550—£10 tax, Chrysler 1939/40 l.h.d. de luxe saloon, radio, heater, smart appearance, clean condition; unworn tyres.—Bray Motors, 180-182, West End Lane, N.W.6. Hampstead 6490. [7027

LIMOSINE, quite exceptional 1936 (November) Chrysler Imperial 8-str. limousine, face forward occasional seats, winding glass partition and commodious rear locker, overdrive, free wheel and radio, black and chromium, fawn cloth rear, black leather front, nearly new tyres, private owned and chauffeur-kept since new, absolutely immaculate appearance and in superlative condition, thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8552

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chrysler. Wembley 8691-2. [0667

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Cars Wanted

AUTO SALES (LONDON) Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555-2155. [0645

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chrysler. Tel. Wembley 6691/2 [0847

Chrysler Spares and Service

AUTO SALES (LONDON) Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555-2155. [0495

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

DICKS

1936 7 Citroen 12hp saloon, fitted 1947 recond. engine, modifications totalling £360, bills available, £425.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6666-9. [8654

CAR MART, Ltd.

1949 Citroen Light 15 saloon, 12,000 miles; £1,245.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8703

H. W. MOTORS, Ltd

1950 6-cyl. de luxe saloon, green/beige leather, under 15,000 miles, one owner; £1,775.

1947 Light 15 saloon grey/red leather completely reconditioned and recellulosed; £950.

1950 Light 15 de luxe saloon, green/beige leather, t. image under 10,000 one owner, radio various extras; £1,465.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437 [4209

GLANFIELD LAWRENCE offer:—

1939 Citroen Light 15 saloon, fitted dual carburetors, radio, etc., superlative condition throughout; £485.—407, High Rd., N.12. Finchley 0091. [9014

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173, Westbourne Grove, W.11. Bay. 4274. [4371

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen Distributors, offer:—

CITROEN Light 15 1948 saloon, grey, beige leather, 22,000 miles; £995.

CITROEN Light 15 1948, maroon, red leather; £975.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8737

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen, mist green and beige leather, 12,000 miles; £1,200.

1949 Citroen, gunmetal and red leather, 12,000 miles; £1,200.

1940 Citroen, 6-cyl., black and red leather, one owner since new; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5826

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [5231

CLAND & TABOR, Ltd., Wewyn 481, offer with a three months' guarantee:

1949 (Sept.) Citroen Light 15 saloon, suede green beige leather, twin carburettors speedometer reading 4,000 miles, condition throughout equal to new; £1,575.

1940 Citroen 6-cyl 20hp saloon, black, brown leather, immaculate order, just overhauled, similar post-war car double this price; £895. [8608

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [7583

1950 model 15hp Citroen saloon, green with beige leather, 6,500 miles; £1,275.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [8416

F. DOVE offer 1948 (September) Citroen Light 15, one owner exceptional condition; £895.—69, Broadway, Wimbledon S.W.19. Liberty 3456. [7789

1935 Citroen Super Modern 1½ saloon, well and regularly maintained; any trial, £285.—Tom Hann, 66, High St., Newport I.W. Tel 2320. [8355

£145 —1955 Citroen 12/4 de luxe saloon, clean condition excellent runner; bargain.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [8996

FRENCH without tears, a 100% Citroen specialist service and spares organisation for Midland owners, send for descriptive folder.—Radwar Motors, Cowper St., Birmingham, 19. Aston Cross 2425. [6762

CITROEN 15 slide-head saloon (November, 1949), mist green one owner-driver, carefully used and maintained since new, immaculate condition inside and out; £1,200.—Soans, Hannington House, Northamptonshire. [8676

1940 Citroen Light 12 de luxe saloon, with new radio, fast reliable car, carefully maintained and serviced and in daily use; price £525.—Can be seen at Eugene, Ltd., Welsh Harp, London, N.W.9. (Hendon 6566.) [8244

1950 series Citroen Light 15 de luxe 4-door sun roof saloon, maroon, red leather, authentic mileage, 11,300 one owner, car works maintained and as new throughout; £1,125; exchange considered.—Turner, Pal. 7935 [9048

CITROEN

1947 Light 15 de luxe saloon, maroon, red leather, Ekco radio included, really nice coachwork and mechanical condition, good tyres and nearly new battery; £825.—Fisher's Garage (Ripley) Ltd., Portsmouth Rd., Ripley, Surrey. Tel 2181 [8353

295 gns.—Citroen 12, 1957, de luxe 4-door saloon, maroon, sliding head, red leather, very good condition taxed, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8952

1940 (late) Citroen 15hp roadster, reconditioned cream fabric, new red mohair hood and red upholstery, new tyres, recon. engine, radio, one of the latest and best examples of this popular and rare model. £595.—Kensington 6955 or write Richards, 63, Princes Gate Mews, London S.W.7. [6982

CAMDEN MOTORS.—Citroen light 15 grand de luxe saloon 1940, 4-door model with sunshine roof, a very good example of this scarce and most desirable series appearance almost identical to post-war, coachwork and interior very well maintained, recent complete engine overhaul by makers (receipted bills available), superb order; £595.

CAMDEN MOTORS.—Citroen light 15 saloon 1948, maroon with leather to match, immaculate low mileage, model £895.

CAMDEN MOTORS.—Citroen Big 15 long wheel base de luxe 7-passenger model, beautiful black coachwork with dark blue leather interior, faceforward occasional seats, tailored loose seat covers, radio, heater, passnights, taxed privately and very carefully used; £895.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [8760

1947 Citroen Light 15 de luxe saloon, finished in the original and unblemished black with maroon leather interior, this car is in absolutely immaculate order and is equal to most 1950 models, genuine mileage 31,000 miles, recently fitted new set of Michelins, fitted radio and heater, new chrome spot lamp, taxed, a really superb example of this fine car, any examination, terms and exchanges; £825; a genuine bargain.

MAIDSTONE ENG. Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457 [8156

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URGENTLY require an unlimited number of good Citroen cars.

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H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

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JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

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CITROEN Sole Distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

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SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

E. PASCALL (GUILDFORD) Ltd., sole distributors for West Surrey, spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

REDWOOD Citroen body repair service, 24 years' experience crash and general repair.—Holders Metal Works, 239, Staines Rd., Hounslow, Middx. Tel. Hou. 3595, week-ends, Hou. 9543. [0137

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1951 registration (£10 tax) Cord supercharged 1938 Cord 4-seater, 4/h coupe, ivory and blue, outstandingly attractive fast sports car, 33,000 miles, ex-Walt Disney.

1950 registration (£10 tax) Cord saloon, 40,000 miles, attractive mist green coachwork, radio, etc.; exchanges, terms. [8510

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DAVY for Daimlers.

DAIMLER 2½-litre Consort saloon, September 1950, green/green hide, 14,000 miles only; £1,250.

DAIMLER 2½-litre saloon, 1947, blue/blue hide; £1,250.

DAIMLER 2½-litre saloon, July 1939, black/brown hide, radio, moderate mileage; £825.—130-132, Kensington High St., W.8. Western 9641. [8668

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DAIMLER 1947, 6 shooting brake, £10 tax, distinctive, roomy and attractively proportioned dual purpose vehicle in first-class condition throughout, left Daimler works in June 1947 and is represented by manufacturers as 1948 model; cost new approx. £2,000, fitted heater, radio, body very well appointed and expensively trimmed, carefully maintained example with good history; opportunity for discriminating purchaser to acquire a pedigree, handmade, modern vehicle at very reasonable figure; £775; guaranteed 3 months; available for A.A. or R.A.C. inspection, terms and exchanges

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8923

MONTROE MOTORS offer:—

1934 Daimler 15 sportsman saloon, specimen car; £345.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7951

HAROLD RADFORD & Co., Ltd.

1949 (July) 2½-litre Daimler saloon, black with brown leather upholstery, speedometer reading 10,645 miles, fitted with heater and demister, one owner, chauffeur maintained in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [6402

STRATSTONE Ltd., Daimler distributors.

DAIMLER 27hp Windover 7-passenger limousine (1930), dark blue and black, excellent condition; £3,500.

DAIMLER 27hp fourteen limousine by Hooper, dark blue and black with blue leather, attractive semi razor-edge styling, beautifully appointed interior, serviced by Daimler Co.; £2,995.

DAIMLER 2½-litre saloon (1950), black and green with green leather, radio and heater well maintained; £1,975.

DAIMLER 2½-litre coupe (1949), black with brown leather, carefully used; £1,895.

DAIMLER 2½-litre saloon (1949), black with blue leather, excellent performance and appearance; £1,895.

DAIMLER 2½-litre saloon (1946), black with brown leather, outstanding condition; £1,375.

DAIMLER 4½-litre Straight 8 limousine (1936), a roomy 7-passenger car in good order throughout; £825.

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GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Daimler 2½-litre special sports 2/3-seater drop head coupe by Barker, 8,000 miles, immaculate condition, £2,600.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8916

1948 2½-litre Daimler sal., blue, radio, one owner.

TICKFORD Ltd., 6 Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6320

1949 (Nov.) Daimler 2½-litre Barker drop head coupe, 7,000 miles, terms, exchanges; £1,975.

GEORGE NEWMAN & Co., 368, Euston Rd., N.W.1. Euston 4466. [9087

1939 2½-litre Daimler saloon, grey with grey upholstery, one owner, engine overhauled; £775.

W. PULLEN, Ltd., 52, West St., Sittingbourne. Tel. Sittingbourne 533-534. [8215

1950 Daimler 2½-litre coupe, black, brown leather, really excellent; £1,975.—Box 5654. [9107

CASE'S MOTOR MART.—1937 Daimler 20 saloon, blue, engine just reconditioned, superb order throughout.—Below.

1938 Daimler 17 saloon, black, brown hide, immaculate, one owner, written guarantee.—5, Warren St., W.1. Euston 3525. [8661

£375 —1937 Daimler 17 saloon, just respayed, beautiful condition throughout, any trial or inspection, perfect.—Richmond 5861 [9129

DAIMLER limousine, 1937, 24hp 7-seater, division, f.f. occasionals; £625.—Tel. Perivale 5979. W. Wilcox, 171, Argyle Rd., Ealing, W.13. [8232

DAIMLER limousines, choice 8 taxed, ready for service, respraped, good condition; £200 each; room needed for new vehicles.—Tel. Byron 2894. [7598

1950 Daimler 2½-litre coupe by Barker, black; £1,895; 7,500 miles.—Jack Olding & Co., Ltd., 6-10, North Audley St., W.1. May 5242. [7671

DAIMLER Light 15 sports saloon, immaculate, new tyres, one owner; £295 or terms.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. Open till 8 p.m. weekdays. [8267

DAIMLER 4-litre straight Freestone & Webb sports saloon, 1948 registration, overhauled, as new; £1,100 or exchange.—Youghal Lodge, Uphill, Weston-s-Mare. [8859

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1939 Daimler 2½-litre saloon, superb condition both mechanically and in appearance; £775.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [8385

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £745; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 419 (Tube.) [9050

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company, immaculate order throughout, completely overhauled by Daimlers in 1949, numerous extras.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [9075

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DAIMLER 2½-litre, first registered April, 1950, fitted with drop head coupe body by Barker, finished in two shades of green, one careful owner, fitted radio and heater, in perfect condition throughout. ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8504

£335.—1938 model Daimler Light 15 de luxe saloon, black, leather interior, record engine just fitted, very nice condition.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [7952

1950 Daimler 2½-litre saloon, one owner, low mileage, serviced monthly by distributors, condition throughout immaculate; £1,900, with loose covers.—Harvey, Keslars, Elmstead. Tel Wivenhoe 271. [9079

DAIMLER 2½-litre (1949), black with brown leather, disc wheels and heater carefully maintained by one owner, regularly attended and serviced, perfect mechanically and in appearance; £1,800.—Tel. Walsall 6021 or 5064. [8835

295 gns.—Daimler New-15, 1938 model, 17hp de luxe 4-door saloon, black, sliding head, brown leather, preselector, I.F.S., one owner, very good condition, terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6953

LIMOUSINE, Daimler 20hp LQ3, long chassis, enclosed drive 7-passenger, 2 face forward seats, black coachwork, privately owned and in really excellent mechanical condition; ideal car for private hire at a reasonable price. £365.—Nicholls & Hosper Motor Cars Court, London, S.W.5. Fro. 4292. [8570

1951 (registered December, 1950) 2½-litre Daimler Consort, grey with blue leather upholstery, used for local journeys for six weeks only owing to health collapse of owner, for which reason this new car is now for sale, absolutely as new; £2,750 or near offer; telephone for appointment.—Adams, Crewkerne 5 (Somerset). [8214

TANKARD & SMITH, Ltd., offer 1940 Daimler 2½-litre 4-door sports saloon in maroon with leather to match; one owner since 1941, speedometer reading 24,000 miles, which from the very beautiful condition of the whole car may well be genuine; any trial or examination; £875; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [8295

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1938 Limousine 24hp, partitioned, widest occasionals, privately owned, excellent throughout, black.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [8403

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DAIMLER Consort wanted.—Moore, 48, Park View Court, London S.W.6.

ROWLAND SMITH'S the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0952

PRIVATE buyer wants first-class pre-war or reasonably priced post-war 2½-litre Daimler saloon.—Box 5541. [6135

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ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2933. [8145

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0698

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 6252-3. [0460

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SELBORNE (MAYFAIR), Ltd., World Concessionaires offer:—

£750.—1938 model Delage saloon.

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SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Hand engin and body repairs, parts stocked.—82, Park St., W.1. [0660

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B. & M. GARAGES, Ltd. for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeves cylinder blocks; both items on exchange basis, plus jacking, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 45a, St. Michaels St., W.2. Paddington 6877 [0016

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NEW big-ends and mains fitted to D.K.W. crankshafts.

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1949 Dodge saloon, 25.3hp, gyromatic transmission, r.h.d., fitted radio, heater and seat covers, 16,000 miles, perfect condition throughout; £2,500.

OVERSEAS CARS, Ltd. 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [7441

1938 Dodge 7-str. limousine; £500.—31, Beechwood Court, Finchley Rd., N.W.11. (Speedwell 6374. [8832

£1425.—Dodge 26hp Custom Six Series D24 6-seater 4-door saloon, Feb. 1948, with fully chromed new look front, square type recessed parking lights, extra wide chromed waistline, etc., the whole car superbly finished in ice blue with light grey upholstery, tailored loose seat covers, heater, demisting, automatic door lights and all usual extras, recorded mileage 15,200, immaculate condition, brand new Whitewall tyres.—Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. [9757

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DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127 [0192

DODGE specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

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C. V. RUSHMER, the Fiat specialist, for rebuilt guaranteed models; cash examples offered.—39, Holland Park W.11. Park 5731. [3276

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of Fiat cars in the country—all for immediate delivery from stock.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 2nd series convertible coupes, in grey, stone, black or Channel green, now available for immediate delivery with three months' guarantee, £465.—Below.

MAYFAIR GARAGES, Ltd.—1947 Simca "Huit" (Fiat 1100 508c 12hp) de luxe 4-door pillarless saloon, green with fawn hide upholstery, Masterradio, Bluemel wheel, twin spot lamps, demister, one owner since new, under 20,000 miles, almost new condition throughout, three months' guarantee; £625.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 1100 model 508c, pillarless folding head full 4-seater saloon, reconditioned coachwork in two-tone grey with grey hide upholstery, excellent tyres, overhauled engine, immaculate condition throughout, outstanding road performance, three months' guarantee; £545.—Below.

MAYFAIR GARAGES, Ltd.—May 1939 1100 508c, 4-door pillarless saloon, jewellescence silver grey, hide upholstery, good tyres, very good condition throughout, three months' guarantee; £375.—Below.

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MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [7350

£375.—Fiat 500 saloon registered March 1939, reconditioned at cost of £200, since overhaul 600 miles.—A. Pull, Burgh Heath 5200. [6657

1939 Fiat 500 convertible coupe, green, excellent condition, many replacements, £150 repairs, receipts available; £525, or best offer secures.

GORDON DAVIS, Prinkham Shaw, Edenbridge, Kent. Tel. Edenbridge 3211 (business hours), 2234 residence. [9119

1937 Fiat 500 convertible coupe, grey, red interior, good tyres, very good sound; £295.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2164. [8554

1939 Fiat 500 convertible coupe, specially finished alfa red, always garaged, always in concours condition, extras include chromium spot lamp, luggage carrier and child's seat in back, taxed; £395.—Derrington, 159, London Rd., Kingston 5621-2. [6840

395 gns.—Fiat 500, Sept. 1939, 4-seater convertible saloon, black and silver, red leather, good tyres, very carefully used, exceptional condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8954

Fiat Cars Wanted

ROWLAND SMITH'S the Fiat buyers.—Hampstead High St. (Hampstead Tube, Ham. 6041 [0951

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8540

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MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country, telephone or write for buyer to call.—Mayfair Garages, Ltd Balderton St (opp. Selfridge's clock) Mayfair, W.1. Mayfair 3104-5 [0695

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FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1448. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651 'Grams: Fiat Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65 Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned and bench-tested engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric manifolds, complete servicing all models.—Derrington, 159 & 161 London Rd., Kingston 5621-2. [5030

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HAROLD FERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Anglia saloons choice of two, both black with leather cloth upholstery, clean cars and mechanically in good condition.

HAROLD FERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7487

CAR MART Ltd.

1950 Ford Anglia saloon 600 miles; £845.—Car Mart, Ltd., 150, Park Lane W.1. Grosvenor 5454. [8704

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947 Ford 8 Anglia saloon colour black, maroon upholstery, new engine, low mileage; £495.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your pre-war motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Mais 7a, 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [8589

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HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1051 for details.

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1938 Ford 8 saloon, one owner, practically as new; £365.—354, London Rd., West Croydon, Thornton Heath 4657. [8988

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1946 Ford Anglia, one owner, superb condition, 35,000 only, black, three months' guarantee; £495.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Ell. 3054. [8218

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £475.

JUNE, 1947, Ford Anglia saloon; £545.

APRIL, 1950, Ford Anglia saloon, 6,000 miles; £775.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [6053

W. J. BROWN, Ltd., used Ford specialists.

1948 (June) Ford Anglia saloon, black, one owner, 4,600 miles, immaculate; £465.

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W. J. BROWN, Ltd. Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [9488

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia, beige/red, 1,000 miles, and others.

56 Park Lane, W.1. Regent 4866, & 374, Ealing Rd., Alperton, Middx. Perivale 5388. [8644

1949 Ford Anglia, green as new; £675.—Below.

1946 Ford Anglia, black, immaculate condition, £550.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 6213-4. [9426

1936 Ford 8 two owners in exceptional condition throughout, £245.

MODELERS MOTORS, 111, Trinity Rd., Wandsworth Common, Battersea 8575. [6985

1949 Ford Anglia saloon, black, one owner, excellent condition, £650.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260 [5001

1950 (June) Ford Anglia, fawn with red upholstery, 10,000 miles; £745; terms exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off the Moor) Sheffield. 1. Tel. 24607. [44355

1950 (November) black Ford Anglia, beige leather cloth, mileage 4,500; £725.—9, Beaconsfield Terrace, Northampton. [9639

1937 Ford 8 saloon, in exceptional condition, any trial; £260.—Wembley Court Motors, High Rd., Wembley. Arnold 5521-2. [6774

£225 1936 Ford 8 saloon, taxed, clean condition, good tyres, new battery.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1949 Ford 8 Anglia saloon, black, in first-class condition, £650. 1948 Anglia with reconditioned engine, £595; also 1947 in first-class condition £565.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Ol's. 2234 [7941

1948 Ford 8hp Anglia saloon, low mileage good running order and condition; £535.—G. J. Shaffer & Co., Ltd., 120-132, Cricklewood Lane, N.W. Cladstone 3311. [8255

350 gns.—1939 Ford 8 saloon de luxe excellent condition, choice of two.—O. P. (Balham), Ltd., 8a, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bath. 1107-8-9. [7430

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £445; terms; exchanges.—39, College Crescent, Hampstead N.W.3. (Finchley Road Tube.) Pri 6914 [5342

1946 (model) Ford Anglia saloon, black, with red leather, fitted with loose seat covers, new works reconditioned engine just fitted, in much above average condition; £515.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 3681. [9008

ARTHUR E. GOULD, Ltd., 230-232, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5. —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

365 gns.—Ford 8, 1938, de luxe saloon, blue, excellent condition, year's tax; terms; exchanges.—Rowland Smith, below.

725 gns.—Ford Anglia, October 1950, 8hp saloon, fawn, radio, one careful owner, 10,400 miles, practically new condition; terms; exchanges.—Rowland Smith, below.

625 gns.—Ford Anglia, November 1949, 8hp saloon, green, one careful owner, small mileage, exceptional condition; terms; exchanges.—Rowland Smith, below.

595 gns.—Ford Anglia, 1948 (registered July 1950), 8hp saloon, grey, one careful owner, rim-bellishers, excellent condition; terms; exchanges.—Rowland Smith, below.

475 gns.—Ford Anglia, July 1947, 8hp saloon, black, one owner, reconditioned engine, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8955

1938 Ford 8 saloon, black, one owner, reconditioned engine, excellent condition throughout, taxed; £355.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [6440

1949 Ford Anglia, black, green upholstery, 10,000 miles only, immaculate condition; £695.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [6414

1948 very late registration Ford Anglia saloon, really good bodywork new engine and battery this year; £535.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2184. [8355

1948 Ford Anglia, just overhauled, new engine, new tyres, excellent condition, moderate mileage; £575, or offer.—Woffenden, Cabot House, Clifton Down Road, Bristol 8. Bristol 37909. [8340

1949 Ford 8hp Anglia saloon, black, maroon upholstery, well maintained and in really good condition throughout, taxed for year and guaranteed; £600.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [7013

Ford Eight Cars Wanted

A few, post-war Ford 8 required.—30, Rycroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041.

FORD (10 h.p.)

W. J. BROWN, Ltd., Ford Main dealers.

1950 (Sept.) Ford Prefect saloon, black, leather upholstery, 6,100 miles; £850.

1949 (Nov.) Ford Prefect saloon, beige, fawn upholstery, 11,000 miles; £785.

W. J. BROWN, Ltd., Ford main dealers,

339, Finchley Rd., N.W.3. Hampstead 4414. [8489

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, green/beige hide, 4,000 miles, and many others.

56 Park Lane, W.1, Regent 4866 & 374, Ealing Rd., Alperton, Middx. Perivale 3588.

1948 Ford Prefect sal., 20,000 miles, beige, brown leather, one owner, ex. cond.

1947 Ford Prefect sal., 25,000 miles, black grey, ex. cond.; £595.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. [8319

£95 gns., drive away, 1955 Ford 10 4-door saloon; body wants attention.—136, Chester Rd., Hulme, Manchester. [8474

1950 (Nov., 1949) Prefect, black, carefully used; and serviced; £795.—Campbell Symonds, Wembley 6262. [7155

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles; 3 months' written guarantee; £695.

C. & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6623

1950 Ford Prefect saloon, black, leather, mileage 7,000.—B. C. Paul, Ltd. 32, Bruton Place, W.1. Mayfair 0821-2. [6534

1950 Prefect, 5,500 miles, green, brown leather, unmarked; £900.—Kemp, Bankside, Wadhurst. Tel. Wadhurst 24. [8850

1950 Ford Prefect saloon, 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6813

1948 Ford Prefect, black saloon, owner driven, speedo condition, taxed; £650.—Edwards, Rowans, Welshpool. Tel. 41. [8178

1940 Ford Prefect saloon, 2-door, with cloth upholstery, reconditioned, interior as new, reconditioned engine just fitted; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9005

1949 Ford Prefect, unmarked; £760.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9094

1950 (October) Ford Prefect, 3,000 miles, leather upholstery, black, new condition.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8373

1950 Prefect, black, immaculate; £850.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8425

FORD Prefect 4-door 1948, immac. cond., loose covers front seats, only driven by present owner.—Batten, "Santiles," Bressey Grove, E.18. Wan. 2564. [9114

1950 Ford Prefect saloon, black, leather interior, speedo 10,000, £875; also 1949 Ford Prefect saloon, green, cloth interior, 15,000; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5451

1947 Ford Prefect, 20,000 miles, leather; £600.—Claytac's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6389

ARTHUR S. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579

FORD 10 late '35, sound, mechanically perfect, twin S.U.s, alloy head, rad., no oil, grey London; offers round £240.—Jones, Chemist, Burnham, Bucks. 170. [9111

£335.—Reg. 1941 Ford Prefect tourer, recellulosed, very clean condition, hide interior, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5999

1947 (March) Ford Prefect saloon, black, brown leather, exceptional condition; £565.—Vanderveil's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4641. [4751

1947 Ford Prefect, 4-door saloon, an immaculate motor in every respect; £595; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6457

TANKARD & SMITH, Ltd offer 1949 (October) Ford Prefect finished in green with brown leather upholstery, whole car absolutely unmarked; £840; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051.

1948 (November) Ford Prefect saloon, black with green leather upholstery, new tyres, taxed, one owner, 19,000 miles, carefully used; price £695.—Cripseys Motors, 84, Manchester St., Cleethorpes. Tel. 61608. [5880

265 gns.—Ford 10, 1937 model, saloon, black, green leather, good tyres, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8956

1948 (July) Ford Prefect de luxe saloon, black, with grey interior, fitted with special Bluemels spring steering wheel, gear lever extension and oil air cleaner and silencer, engine just reconditioned, an extremely smart car; £775.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4521. [9009

JACK ROSE, Ltd., offer 1949 Ford Prefect 4-door saloon, appearance absolutely as brand new, mileage 8,000; 100-mile demonstration willingly; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5437

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0935

HARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268.

A few, post-war Ford 10 required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2768 (day).

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4498. [0855

FORD (V.8)

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 5,000 miles; £1,215.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [8709

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Ford Pilot, 12,000 miles, £1,075. Tel. Radlett 6167 and 5849 [9026

FORD (V.8)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 (September) Ford Pilot, colour blue, with blue leather upholstery, 6,000 miles.

1950 (May) Ford Pilot, colour green with beige leather upholstery, heater and radio.

1948 (November) Ford Pilot, colour green, with beige leather upholstery, heater and radio; £1,065.

DEMONSTRATIONS any time, anywhere.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1204

RUSSELL MOTORS offer:

1948 (October) Ford Pilot, blue and blue leather, one owner, fitted heater and radio.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [1228

PHILIP RICKARDS, Ltd., offer:—

1950 Ford Pilot, black/brown, 11,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 2772/3. [6589

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 5,000 miles.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7449

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, blue/blue hide, radio, 5,000 miles, and many others.

56 Park Lane, W.1, Regent 4866, & 374, Ealing Rd., Alperton, Middx. Perivale 3588. [8682

1949 Ford Pilot, leather, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4298

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot, black and brown leather, 14,000 miles, radio; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3827

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

FORD Pilot late 1950, fitted radio, heater, chauffeur-maintained, immaculate; £1,065.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8530

(Nov.) Ford Pilot, 190 miles.—Ernest Sutton, 14, Rosslyn 4 (trade only). [8007

£285.—1938 Ford V.8 22hp, excellent condition, good tyres.—Radlett 6161. [8949

£385.—1939 Ford V.8 drop head coupe, heater, radio, spot lamps, etc.

BRIAN PINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [7801

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

FORD Pilot 1950 (November), black/brown hide, radio, heater, 200 miles only; £1,225.—J. Davey, Western 9641. [8671

FORD Pilot 1950, radio, heater, as new, free of covenant; £1,185.—Wiggins, The Flat, Station Approach, Shepperton. Walton 2522. [9124

1950 Ford V.8 saloon, 5,000 miles only; £1,095.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1359, 1709. [9125

1950 (November) Pilot saloon, green, beige leather upholstery, radio, heater, 10,000 miles; £1,100.—7, Pannell Rd., Gosport 89768. [6331

BERTRONS, Ltd.—1937 Ford V.8 30hp saloon, reconditioned brakes, taxed, excellent condition; £195.—14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [6135

MAYFAIR COUNTRY CARS.—Ford V.8 78A model roadster, excellent condition throughout, taxed; £565.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [0157

£185.—1936 Ford V.8 de luxe saloon, clean condition, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7029

1950 Ford Pilot saloon, radio, heater, beautiful condition, low mileage; £1,100.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 1557/6970. [4562

1947 Ford V.8 saloon, black, beige upholstery, excellent motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5765

1949 Ford Pilot de luxe saloon, black, beige leather, radio, heater, 14,000 miles, one owner, very good condition throughout; £935; exchange considered.—Turner Pal. 7995. [3049

1950 (October) Ford Pilot saloon channel-green, beige leather upholstery, radio heater, recorded mileage 8,200, many extras including loose covers; a truly unmarked and as new motor car.

DENHAM SERVICE STATION, Ltd. Denham, Bucks. Tel. Denham 2266. [9639

FORD V.8 special 1936 30hp 2-door saloon, Lockheed brakes, twin exhaust, easy clean wheels, recellulosed, fast, sporty, economical; £250.—Elliott, 26, North Crescent, Prittlewell, Essex. [8887

1949 (Aug.) Ford Pilot, blue with blue leather, heater, radio, Notek driving lamp, 14,000 miles, immaculate and mechanically perfect throughout; £1,075 (Kingston area).—Box 5580. [6191

FORD V.8 78A model 1937, exceptional condition throughout, recent complete overhaul, any examination, owner requires smaller car, 10-16hp Opel, Hillman preferred or offers region £325.—Spicer, 47, Wonford St., Exeter. [6812

£355.—1938 Ford V.8 30hp saloon, clean, attractive car, mechanically sound, new battery, nearly new tyres; also 1937 drop head coupe in splendid original condition, £595; terms.—Traynor Motors, East Ham. Orangewood 2530. [8725

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

295 ens.—Ford V.8, August 1950, 30hp 81A 4-door saloon, blue lawn cloth, radio, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6957

1938 Ford V.8 30hp 4/5-seater drop head coupe, attractive 2-colour cellulose grey/maroon, with grey cord interior, maroon loose covers, mechanically perfect, nearly new tyres, chrome spot, windtones, bargain, £395. terms.—Traynor Motors, East Ham, Grangewood 2530. [6724

SALE price £1,145.—1950 (Aug.) Ford Pilot saloon, mileage guaranteed at 14,800, one owner, finished attractive pale green with brown leather upholstery built-in radio, heater spare unused, two wing mirrors, taxed December; the whole car in immaculate condition; trade enquiries welcomed.

MOTORISTS (LONDON) Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [5730

Ford V.8 Cars Wanted

A 8 new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Fulham 1266 (day). [0692

FORD Zephyr wanted immediately, full details, etc.—Ward, 55, Hefworth Rd., Leicester. [6870

ROWLAND SMITH'S the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

UTILITY—FORD OR OTHER BODIES

1936 Ford V.8 utility, 7 seats, in excellent condition; £365.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6001

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0088

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months written guarantee.—198, Kings Rd., S.W.3. Fla. Fax 4801-3. [0576

MARBLE ARCH MOTOR SUPPLIES, Ltd., defy you to find two better Fords; a 1950 saloon in black with red leather (real), mileage 7,600, £695; also a 1949 black saloon with lawn cloth, £815; each of these cars looks new and is mechanically perfect; exchanges or terms.—High St., Watford. [7425

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

W

W

HAROLD PERRY Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane North Finchley. [6[illegible]. Tel. Hillside 4444. [0543

WELL HALL ROAD GARAGE.

WANTED, good condition 8 or 10hp Fords.—Well Hall Road Garage, Well Hall Rd., Eltham, S.E.9. Eltham 5654. [6965

FORDs wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0625

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0231

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines 8, 10, and 30hp always available from stock.

219—221 Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4435 (5 lines).

FORD 8 popular front wings, £11 a pair, rears £8 a pair.—Brooks Cars, 94, Queens Rd., Brighton. [0453

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers; service and all spares. [0093

ALDARS MOTORS, Ltd., 45-48, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

MANUFACTURERS have for disposal 6 brand new Ford V.8 30hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor and a number of Ford V.8 30hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

A NEW Fordson 8 Major TVO industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts, comprising fans, belts, dynamo, brush assemblies, harness wires, distributor caps, solenoids, manifolds, clutch plates, grease retainers, gaskets of all types, 10hp gear boxes, pressure plates, clutch discs etc.—Write Box 4424. [9110

FRAZER NASH CARS WANTED

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

'36-type 34 cabriolet, recondit. engine; suit. Dec. 11th.—Tel. Tulse Hill 3451. [6834

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 1938 327/55, also B 327/80 coupe, 327/55 saloon and 328 cabriolet, de luxe.—27a, Pembridge Villas, W.11. [6796

FRAZER NASH-B.M.W.

MERCURY offer:—

£495.—1939 type 320 Frazer Nash-B.M.W. 4-seater de luxe saloon, in exceptional condition throughout, red leather upholstery, perfect tyres, interior heaters, foaming back cellulose, etc., perfect motor car at a bargain price; guaranteed for 3 months. Trades or exchanges with pleasure.

MERCURY MOTORS, 303, Northolt Rd., South Harrow. Byron 2097. [6660

595 ens.—Frazer Nash-B.M.W., 1938, 2-litre type 328 4-door sports saloon, gunmetal, grey leather, lr/S, good tyres, very good condition, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6958

TANKARD & SMITH, Ltd., offer 1938 Frazer Nash-B.M.W. type 328, fitted very attractive 2-door sports saloon, finished in black with grey green cloth interior, seats fitted loose covers, engine completely overhauled, including cylinder liners, new pistons, reground crankshaft, new main and big end bearings, delightful car to handle being very fast but docile and easy to handle in traffic, £545; three months written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6294

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0525. [6799

1938 Frazer Nash-B.M.W. saloon or cabriolet required by private buyer.—24, Park Hill, Moseley, Birmingham, 13. South 1215. All letters answered. [6942

HEALEY

BROOKLANDS for indiv.duality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.

1950 Healey Silverstone sports 2-str.

1949 Healey Elliott saloon, sea green.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [7887

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 Healey Abbott drop head coupe, 8,000 miles, latest type twin speaker, H.M.V. radio, a faultless example, R.M.T.A. consent, subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6919

BARTLETT.—Healey 1950 late type Silverstone 11,000 miles, one owner, exceptional value; Healey Duncan drop head coupe, £1,350.—27a, Pembridge Villas, W.11. [6795

ROCK & YOUNG, Ltd., offer 1950 (June) Healey Silverstone 2-seater, low mileage, exceptional condition; £1,085.—65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 2464. [7839

HEALEY 1949 Elliott saloon, sage green, new front seat covers radiomobile, Trico screen washers, Lucas dem.sters, Ace Silver-Peak OB and number plates, good tyres, excellent condition, very fast car; owner buying new Healey; nearest £1,550 secures.—Box 5458. [7391

WALTER SCOTT, Ltd.—Healey, September 1948 specially built sports saloon of outstanding appearance, black, coachwork unmarked, mechanically excellent, radio, etc., offered at only £1,175, terms exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [7433

Healey Cars Wanted

BARTLETT.—Healey saloon, drop head or tourer, urgently required.—27a, Pembridge Villas, W.11. Bayswater 0525. [6800

HILLMAN 10

DICKS.

1950 Series Hillman Minx Mark IV saloon, very superior condition; £1,045.—Below.

1948 Hillman Minx drop head foursome coupe, attractive car, superb condition; £325.—Below.

1947 Hillman Minx saloon, one country owner, super condition; £725.—Below.

1946 Hillman Minx saloon, eng.ne overhauled; a635.—Below.

1946 (October) Hillman 10 foursome drop head coupe, fitted radio, new hood, etc.; £675.

DICKS CAR SALES, Ltd. 385-401 High Rd., Kilburn Maida Vale 6669-9. [5610

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, radio, 4,000 miles; £1,125.

1950 Hillman Minx Phase IV drop head coupe, 9,000 miles; £1,125.

1949 Hillman Minx Phase III saloon, 10,000 miles; £995.

1948 Hillman Minx Phase II drop head coupe, 12,000 miles; £850.

CAR MART, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [6706

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947 Hillman Minx drop head fourseme coupe, colour blue, leather upholstery to match, immaculate; 629gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station Bakerloo line, 100 yards). [6590

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450.—Portune Green Rd., N.W.6. Ham. 2211.

HILLMAN 10

NORMAN AUTOS offer:—

1939 Hillman Minx drop head coupe, in immaculate condition, possibly the smartest on the road, £495.—384, Lonsdale Rd., West Croydon, Thornton Heath 4697. [6997

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx saloon, green with brown interior, 15,000 miles; £695.

1950 Hillman Minx saloon, blue with blue interior, 5,000 miles, £1,045.

1950 Hillman Minx convertible coupe, black with red interior, 12,000 miles; £995.

836-843, High Rd., N.12. Hillside 0024. [8376

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 6,000 miles.

1950 Hillman Minx Mark IV saloon, dove grey, red leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9161. [6799

CHARLES RICKARDS Ltd., offer:—

1950 (Jan.) Hillman Minx Mark IV, black with red leather, heater, one owner, very carefully maintained; £905.

ALSO a good selection of genuine low-mileage cars, offered with our three months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Pad. 1620. [6291

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Hillman Minx mileage 20,000; £975.—Tel. Radlett 6167 and 5849. [2520

1947 Hillman coupe, new engine, colour black, spotless; £600.

DANCING & FRANCIS (GARAGES), Ltd., Potter St., Harrow, Potter Street 121. [6461

1948 Hillman Minx saloon, Phase II, 19,000 miles, immaculate; £665.

1949 Phase III Hillman Minx saloon, immaculate condition; £895.

1950 Phase IV Hillman Minx saloon, 11,000 miles, colour orange, red leather; £985.—R. S. Mead (Cars), Ltd., Queen St., Maidenhead. Tel. Maidenhead 5451/2. [6025

GORDON CARS (LONDON), Ltd.—1950 Hillman Minx convertible saloon, green.

GORDON CARS (LONDON), Ltd.—1949 Hillman Minx saloon, beige.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6531

£425.—Hillman 10 1938 drop head coupe, a really excellent car throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Monday to Saturday 9-6. (50 yds. Holland Park Tube.) [6225

325 ens.—1938 Hillman 10 saloon, superb condition. Autoships, 5, Balham High Rd., Balham 1509. [7797

1934 Hillman 10 saloon; bargain, £175.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai 1627. [6094

£435.—Hillman 10 1940 4-door saloon, leather interior, sliding roof, excellent tyres, new carpets; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Monday to Saturday 9-6. (50 yds. Holland Park Tube.) [6225

1939 Hillman Minx saloon, black, bodywork in first-class condition, reconditioned engine recently fitted, £450.

FERRARIS OF CRICKLEWOOD, Ltd., 300-320, Cricklewood Broadway, N.W.2. Gla. 2254. [7642

1949 (August) Hillman Phase III saloon, 10,500 miles one owner immaculate condition, best offer.—Box 5625. [6896

£765 (Aug.) Phase 2 Minx foursome grey head coupe, grey, new hood, reconditioned engine, immaculately appt.

VICTORIA MOTORS, 32, Long Millgate (opposite Victoria Station), Manchester, 3. Blackfriars 1549. [6739

1949 Hillman Minx saloon, one owner, immaculate condition; £845.—Broadway Motors, 67, high St., Hounslow. Tel. 0175. [6374

200 miles, 1950 Hillman Minx Ph. IV saloon.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [6811

1950 (Sept.) Hillman Minx Phase 4, mileage 7,000, one owner, colour beige, red leather; £1,025.—Lee Green Motors, Lee Green 0384. [6651

1939 Hillman Minx, reconditioned mechanically, in very clean condition; £385.—Kings Motors, High St., Hounslow. Tel. 3532. [6446

1950 (October) Hillman Minx Mk IV saloon, beige, 8,000 miles, one owner, including many extras; £1,075.—Leytonstone 5366, Valentine 5466. [9051

1934 Hillman Minx 4-door saloon, grand little car; £145.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 4698. [4539

1950 Minx Mk IV, black, another finished green, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6061

1947 Hillman 10 drop head coupe, grey, in very good condition throughout, any trial; £650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6091

£399.—1940 Hillman Minx de luxe saloon clean condition, identical to post-war model.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6793. [7951

1948 Hillman Minx Phase II saloon, grey, one owner, 20,000 miles; £795.—Vandervelz (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6647

1936 Hillman 10hp foursome drop head, respayed, new hood, very good mechanically, good tyres; £295.—705a, Finchley Rd., N.W.11. Spe 3726 or Spe 9655. [9065

1938 Hillman 10 drop head coupe, excellent condition, a most new tyres, taxed; £350, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [6793

695 ens.—Hillman Minx 1948 Series 10hp Phase II foursome drop head coupe, black, fawn leather, heater one owner, excellent condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6959

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 11

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx saloon de luxe, one owner from new, an exceptional motor car; £565; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2524

1947 Hillman Minx 4-door de luxe saloon, engine reconditioned, bargain; £685; terms and exchanges.—Morgans' Garage, 52b, Church St., Kensington, W.8. Tel. Western 5720. [9497

CAMDEN MOTORS.—Hillman Minx 10hp. etc., luxe saloon, July 1948, attractive beige finish, tailored loose sea covers, pass lights, etc., excellent little motor, almost new type, moderate mileage; £595.

CAMDEN MOTORS.—Hillman Phase II Minx saloon, late 1948, suede green, beautiful condition, recorded mileage 16,210.

CAMDEN MOTORS.—Hillman Minx saloon, 1939, one owner only since new, original black finish with red leather, excellently maintained and a very genuine little motor; £395.

CAMDEN MOTORS.—Hillman Minx saloon de luxe, 1950, in very special condition, complete mechanical overhaul less than six months ago, including reconditioned engine, overhaul to steering, suspension, brakes, etc., bills available for nearly £80 worth, very small mileage since reconditioning; £595.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [8759

HILLMAN Minx, registered 1949, entirely rebuilt, R.W.D. 4-door saloon, just fitted reconditioned engine, heater, tyres like new, 1948-type wings, flush-fitting lamps, splendid mechanics, condition, outstanding appearance, bargain, £675 cash.—Box 5628. [9001

SALE price £875.—1949 (Feb.) Hillman Minx Ph. III saloon, finished attractive pale green, grey cloth, leather trim, mileage 19,000, one private owner, fitted twin Lucas defrosters spotlamps, tyres good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2501-2. [5729

1951 series Hillman Minx Phase IV saloon, pastel blue with blue leather, 5,000 miles only, spare unused, only one fastidious private owner, appearance definitely indistinguishable from new, written guarantee; £1,195; terms; exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8535

HILLMAN 14

1939 Hillman 14 de luxe saloon, excellent condition throughout; £445.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8100

HILLMAN 15

300 gns.—Hillman 1937 16hp 2-door coachbuilt saloon, one registered owner, excellent condition, black with brown upholstery.—Apply to Wrighton, 12, Green Lane, Croxley Green, Herts. [8629

HILLMAN MISCELLANEOUS

TANKARD & SMITH Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [10108

A S new, post-war Hillman required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2766 (day). [0739

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

CASH immediately for good Hillman.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8541

CASH buyers of low mileage Hillman Minxes; distance no object.—Hatton's, Lord St., Southport. Tel. 3269. [0792

ABLONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0432

BIRMINGHAM and Midlands.—Low-mileage Hillman 10 modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

NOTTINGHAMSHIRE distributors, Humber Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0250

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720

Hispano-Suiza Cars Wanted

WE are urgently in need of a 12-cylinder short chassis Hispano-Suiza and would be grateful for particulars of any such car regardless of bodywork or condition.—The Halfway Garage, Bath Rd., Padworth, Reading, Berks. Tel. Woolhampton 90. [7595

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

1950 (first registered October, 1949) Hotchkiss Paris Nice 4-door saloon, colour grey with blue leather upholstery, one owner, speedometer reading 26,552 miles, in very good condition.

SALES and Service

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642.

CHIEFTEAD MOTORS, Ltd.—See our advert. under "Sports Cars."

PARIS-NICE razor-back Hotchkiss saloon, first registered 1938, engine overhauled by Laystalls November, 1951; car in excellent mechanical condition; for sale with substantial number spares.—Richardson, Radclive, Buckingham 3210, evenings. [8112

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [8537

H.R.G. Cars Wanted

H.R.G. 1500 wanted, 1949 Ford Prefect offered in part exchange; no dealers.—Grant, Heath End, Newmarket, Suffolk. [8928

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 19 Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Iden Ave., W.9. Tel. Cunningham 5956-7-8. [0594

HUDSON

DICKS.

1938 Hudson 22 saloon, special de luxe model, good tyres; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5456

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, colour grey with grey cloth upholstery, speedometer reading 16,501 miles, just passed by Hudson Motors, fitted with radio and heater, left-hand drive, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642.

HUDSON 112 1939 6-seater saloon, excellent condition.—Justian, 75, Walter Rd., Swansea. [9106

ARCHIE SIMONS & Co., Ltd.—1938 Hudson 21.5hp saloon, colour black, roomy, reliable and right price; £475.—94, Gt. Portland St., W.1. Lan. 1543. [8844

1939 Hudson 22 saloon, a really well maintained car, American comfort and speed with the most economical sized engine, any trial run; £525.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [9064

£295.—Superb offer; Hudson straight eight saloon, 1938, 6-seater bodywork, finished in black with brown leather interior in decent condition, a fast, powerful but genuinely economical car, 12-volt electrics, rimbellishers, over-riders, etc.; first deposit secures.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m.

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Hudson. Wembley 8691/2. [0961

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8691/2. [0465

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—65-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0569

HUMBER

CAR MART, Ltd.

1949 Humber Hawk saloon, radio, heater, 7,000 miles; £1,425.

1949 Humber Super Snipe saloon, heater, 12,000 miles; £1,550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8707

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

J. DAVY offers:—

HUMBER Super Snipe, 1949, black/grey hide, loose covers, 15,000 miles only; £1,450.

HUMBER Hawk, 1950 September, satin bronze/red hide, Rootes heater, one owner, 11,000 miles only; £1,535.

HUMBER Hawk, 1949 November, satin bronze/red hide, H.M.V. radio, Rootes heater, one owner, moderate mileage; £1,535.—180-182, Kensington High St., W.8. Western 9671. [8669

1949 Humber Super Snipe, black.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [9074

HUMBER

B. J. HUNTER, Ltd., offer:—

1950 Humber Hawk 14hp saloon, really superior order; £1,195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8674

BROOKLANDS for individuality.

1949 Humber Super Snipe, as new.

103, New Bond St., London, W.1. Mayfair 8351/6. [4554

SAUL & SLATTER, Ltd., offer:—

1949 Humber Super Snipe, black, radio, in excellent condition throughout; £1,295.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7175. [9075

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 16hp saloon, black, red leather, radio and heater, 6,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,700 miles.

1950 Humber Super Snipe Mark III saloon, black, brown leather, radio and heater, 11,000 miles.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 7,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 0761. [8741

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1935 Humber 16hp de luxe saloon, black, fawn hide upholstery, coachwork, mechanical condition excellent, above average for year, make excellent hire car; £295.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [8660

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 model Humber Super Snipe, 3,000 miles, as absolutely new car; £1,950.

1949 Humber Super Snipe, black with brown leather, fitted heater and radio, faultless condition; £1,195.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [8880

PHENIX MOTOR Co. (SURREY), Ltd., offer

1950 (November) Humber Hawk Mk. V 16hp saloon, black, red leather upholstery, 16,000 miles only, exceptional condition throughout; £1,495.

PHENIX House, High St., Sutton, Surrey. Vigilant 1121. [9032

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, black and brown, radio, 14,000 miles; £1,495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5625

CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1949 Humber Hawk saloon, green, heater, radio, superb condition throughout; £1,250. [9809

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe touring limo., black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 16hp saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black, 6,000 miles.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8532

1940 Humber 16 saloon, one owner, reconditioned engine 1948; £595; terms; exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 5280/3/69. [8690

1947 Humber Super Snipe, 20,000 miles, colour black, good condition throughout; £955.

GAVIN FAIRFAX, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [8732

1950 Humber Super Snipe Tickford drop head coupe, green, radio, heater, 17,000 miles.

TUCKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [9322

1939 Humber 16, outstanding condition, £300; recently spent, new tyres; £550. Euston 1577. [8660

1949 Humber Super Snipe saloon, black; £1,325.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [7719

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [4311

HUMBER 21hp saloon, black, in exceptionally good condition; £595.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2565

1948 Humber Hawk saloon, black, as new; £975.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [1236

1938 Humber black saloon, 18hp, good condition, one owner; best offer over £300.—Scott, Huish, Old Basing, Basingstoke. [8328

2000 miles, 1950 Humber Hawk Mark IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [8816

1950 (September) Humber Super Snipe saloon, black, one owner, excellent condition, £1,625.—Leytonstone 3366, Valentine 3468. [9050

1951 model Humber Super Snipe saloon, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [8817

£850.—Super Snipe, 1949, excellent condition.—Potter & Richards, Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [8925

1939 Humber Imperial saloon, 27hp, splendid condition; nearest offer £600.—Tel. 9 a.m. to 6 p.m. Temple Bar 8124, after 7 p.m. Pin. 3453. [6576

1950 Humber Super Snipe saloon, genuine mileage, 3,200, indistinguishable from new; £1,850.—G. Baxter & Son, Ltd., Fakenham 2277. [6535

1950 (Oct.) Mark IV Humber Hawk, blue, heater and extras fitted, 7,000 miles only, one owner, immaculate; £1,450; 3 months' guarantee.

CARRIS MOTORS, Lewisham Bridge, S.E.13. Lee Green 8585. [6758

1949 Humber Hawk saloon, black with brown leather, very carefully maintained; £1,150.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404.)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1950 Humber Imperial, black with brown leather, 19,000 miles only; £1,895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [9002

1950 Black Humber Hawk, radio, loose covers, immaculate, 6,700, a really wonderful car, private; £1,450.—Rugby, 19, Park Lane, Kersal, Manchester 7. [6253

6000 miles, Sept., 1949, Humber Hawk, black, beige hide upholstery, new condition; £1,595; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6, Riverside 2861. [7454

1950 Humber Hawk saloon, gold bronze, red leather, radio 11,000 miles, definitely unmarked; £1,500.—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1242. [7702

550 gns.—1940 (reg. 1944) Humber 16.9hp 4-door de luxe saloon, recond. engine 6/80 on top, £195 deposit.—Grove Clarke (Motors) Ltd., 276, Brixton Hill, S.W.2, Tulse Hill 5211. [6948

1951 model (22/11/50) Humber Super Snipe saloon, black, heater, 9,000 miles, as new; £1,850.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11, Meadway 2258. [8005

HUMBER Hawk 16hp, November, 1950, 5,600 genuine miles, quartz blue, heater; £1,650; part exchanges, hire purchase.—Sycamore & Sons, Manor Rd., Car ton, Nottingham. Tel. 58968. [8040

1947 Humber Hawk, mileage 22,000, well maintained, carefully driven, beautiful condition, open any examination; £925.—Phillips, 68, Revell Rd., Kingston-on-Thames. [8864

1947 Humber Hawk 14hp black saloon, excellent condition, h.b.d., one owner; £800 or p.o.; private.—M. C. Box, Westoning House, Lake St., Leighton Buzzard, Beds. Tel. 3596. [8241

1947 Humber Hawk, black, H.M.V. radio, taxed, low mileage, maintained by Humber dealers; £925.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [8021

SIX ex-Ministry Humber Super Snipe cars, unreserved, suitable for immediate use or conversion to 1948 model saloons; price £200 each.—Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 5637. [8155

1938 Humber 4-door razor edge sports saloon, 21hp by Thrupp and Maberly; just repainted black and in excellent mechanical order throughout; £575.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [9001

1195 gns.—Humber Hawk, October, 1949, 4-door saloon, s/r sliding head, tawn leather, built-in headlamps, I.F.S., H.M.V. radio, heater, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8960

SALE price £1,275.—1949 (Aug.) Humber Hawk de luxe saloon, 19,000 miles only; one owner; finished black, leather trimmed, pistol upholstery, tailored loose covers, H.M.V. push-button radio, twin mirrors, spotlamp, taxed December, in really immaculate condition all round; excellent mechanical order; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N.2, Finchley Station, N.2. Tudor 2301-2. [5728

CAMDEN MOTORS.—Humber 27hp semi-razor edge Pullman limousine, production model, first reg. 1947 (£10 tax), excellent black and chrome coachwork with best quality leather upholstery front and rear, screen division, folding face forward occasional seats, very attractive body lines and in excellent mechanical order throughout, new tyres and battery, special offer at £695.

CAMDEN MOTORS.—Humber Pullman 27hp limousine, 1947 model, genuine post-war series, widest face forwards division, heater, etc., beautiful condition; £995.

CAMDEN MOTORS.—Humber Pullman 27hp limousine, 1946 model, private owned and never used on Hackney or similar purpose; original dark blue coachwork, interior upholstered in red leather only 6 months ago, special 3-seater face forward occasionals fitted, window division inter-com. etc., understood chauffeur maintained and driven; specially recommended; £595.

CAMDEN MOTORS.—Humber Super Snipe saloon, late 1949, black/brown leather, carefully and sparingly used, heater, etc., beautiful condition; £1,295.

CAMDEN MOTORS.—Humber Super Snipe saloon, 1959, dark blue, leather to match, recent engine reconditioning, a fast and powerful car, new Goodyear tyres; £595.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open 9.0 a.m. to 1.0 p.m. [8772

1949 Humber Hawk saloon, personal property of a Humber distributor and has obviously been maintained as such; genuine 13,000 miles, carefully driven, fitted radio, heater, demister and many extras, which includes complete set of spare tyres and loose covers; must be seen to be believed; nearest £1,200 secures; appointment by letter only to: D. Maxwell, 20, Wesbrooke Mansions, London, S.W.5. [8362

ALPE AND SAUNDERS Limousines 1946/1947, partition widest occasionals, black, privately owned, carefully maintained, reasonable cost.

6000 miles only, Limousine 1948 delivery, partition, black, delightful condition, original owner.

1949 Limousine, Phase-II, 17,000 miles, black, original owner, excellent throughout, reasonable cost. Seen:—

ALPE & SAUNDERS (190 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8404

Humber Cars Wanted

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A few post-war Humber required.—Fortune, 53, Cambridge Rd., E.11. Tulse Hill 1288 (day). [0750

CASH buyers of low mileage Humber Hawks, distance no object.—Haltons, Lord St., Southport. Tel. 2868. [0795

BIRMINGHAM and Midlands.—Low mileage Humber Hawks cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham. and Lower Temple St., Birmingham 2. [0080

CRIPPS, of Nottingham urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel 46381. [0553

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0363

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Part & Accessories.

INVICTA

PRIVATE owner wishes to dispose of the following:—

INVICTA 4½-litre drop head coupe in black with fawn interior, chassis and coachwork completely reconditioned for owner's personal use.

INVICTA Black Prince, late 1949, convertible by Jensen in maroon, supremely elegant, fast and roomy.

PRICE and further details from Gordon Tait, Museum 7356, or write to 10, Bedford Square, W.C.1. [7169

CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1948 Invicta Black Prince drop head foursome coupe, cream and brown, brown leather, cost £3,400 new, excellent condition; £1,595.

OFFERS invited for 4-litre Black Prince chassis, actual Show model built at cost of over £5,000, would consider exchange with cash adjustment either way. [8604

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W. 1. (Grosvenor 2207).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

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BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

MORRIS & Co.

29-31 Edgware Rd., London, W.2. Tel. Pad. 3075-6, offer:—

1949 Jaguar Mk. V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner; £1,595. [7444

SLOCOMBES, Ltd

JAGUAR 1949 (Sept.) Mark V, 10,000 miles, grey, red interior, very nice car; £1,795.

SLOCOMBES, Ltd., 36-52, Dudden Hill Lane, N.W.10. Willesden 4869. [6988

H.W. MOTORS, Ltd.

1950 (June) Jaguar 3½-litre Mk. V saloon, black, brown hide, one owner, low mileage; £1,925.

1939 2½-litre drop head coupe, black/beige leather, having had regular service by ourselves, this car is in excellent mechanical order, bodywork is worn but sound, and we can recommend it as being excellent value at £475.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [8445

B. J. HUNTER, Ltd., offer:

1948 Jaguar 1½-litre saloon, full de luxe fitted special equipment; £995.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [0675

A. E. PALMER MOTORS, Ltd.

1949 (late) Mark V Jaguar 3½-litre, mileage 14,900, fully equipped, superb condition, £1,750, h.p. over 24 months if desired exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [8727

WEMBLEY COURT MOTORS, offer:

1946 Jaguar 3½-litre saloon, just reconditioned completely silver sun metal, in very good condition all round; £895.

1948 Jaguar 3½-litre saloon, silver sun metal, fitted H.M.V. push-button radio and Ace wheel discs, a very nice car; £1,125.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-4. [5042

D. J. SHEPHERD & Co. (ENFIELD), Ltd

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield) Ltd., 435, Hertford Rd., Enfield. Howard 1651. [5061

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V drop head coupe, 9,000 miles, black and biscuit; £2,500.

1938 Jaguar 2½-litre saloon, grey and blue leather, radio, discs, complete engine overhaul; £645.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [3628

1950 Mark V 3½-litre Jaguar, 25,000 miles, £1,675.

GAVIN FAIRFAX, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [6735

X K120 Jaguar, November, 1950, as new; highest offer accepted.—Write Box 5521. [8166

JAGUAR, 1938, Ss100 supers, £485.—Value Cars, 362, Upper Richmond Rd., S.W.14. [6167

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon, brown.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8526

1939 2½-litre Jaguar, model 100 sports 2-str., as exceptional car throughout; £625.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3501. [7791

1949 Jaguar 3½-litre Mark V saloon, fawn with red leather, 21,000 miles; £1,725.

R. C. WIMBUSH, Ltd., 512, Earl's Court Rd., London, S.W.5. Fremantle 8401. [4434

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—162, London Rd., Kingston. Tel. KVo 4544.

1948 3½-litre Jaguar saloon, cream; £1,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [7719

XK 120 Jaguar, 1,400 miles only, 1951 model, black, red leather, one owner, as brand new choice of two.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8509

1950 Mark V Jaguar 3½-litre, splendid condition, £1,900 or part exchange.—Tel. Pinner 3054. [8847

1950 (August) Jaguar Mark V 3½-litre, black, 5,000 miles.—Ernest Sutton. Tel. Rugby 4 (trade only). [5787

1948 (Sept.) Jaguar 3½-litre drop head coupe, grey, fitted H.M.V. radio, spotless condition, privately owned; £1,495.

A. & B. MOTORS (NEWTON-LE-WILLOWS), Ltd., Mill Lane, Newton-le-Willows, Lancs. Tel. 3301-2.

1939 Jaguar 1½-litre 14hp sports saloon, black brown leather, recently overhauled, excellent condition; £575.

BANSTEAD Road Garage Ltd., Carshalton Beeches, Surrey. Vigilant 3541. [8043

1939 Jaguar 1½-litre saloon, colour, black, very exceptional car any test welcomed; £585, exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 681. [8047

£225 1935 2½-litre Jaguar, good all round condition.—765a, Finchley Rd., N.W.11. Fin. 3728 or Spe. 9653. [9062

JAGUAR 2½-litre, 1937, excellent condition, reconditioned engine, rewired, respraped, two new tyres, £475.—Tel. Regent 2296. [6879

F. ROWDELL MOTORS, Ltd., for Jaguar cars.—East London main agents 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

JAGUAR 3½-litre Mk. V saloon, first registered October, 1949, showroom condition; offers.—Box 5525. Lee & Nightingale, Liverpool. [8255

1937 Jaguar 2½-litre saloon, nice condition throughout, nearest £550.—490, Duffield Rd., Allestree, Derby. Tel. 50006. [6845

1948 Jaguar 3½-litre drop head coupe, black, brown leather, fawn hood, heater, demister; £1,275 or nearest offer.—Box 5524. [6697

1946 2½-litre Jaguar saloon, greed, reconditioned engine, very fine condition; £850.—Gascoigne, Berkeley Ave., Romford. Tel. 50967. [6305

1948 Jaguar 1½-litre saloon, 17,500 miles, air conditioning, demister, radio, discs, superb condition; £1,150.—H. Cro, Minster (Thanet) 225. [7536

1950 (Nov.) Jaguar Mark V 3½-litre saloon, grey, one owner, 5,000 miles, as new; £2,150, no offers.—Tel. Tulse Hill 2454, Monday to Thursday. [8575

1939 Jaguar 1½-litre saloon, surprising order; £460.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312.

1947 (May) 1½-litre Jaguar special equipment saloon, suede green, H.M.V. radio, Ace discs, excellent condition; accept £900 or near.—Tel. Grantham 305. [8582

1950 Mark V Jaguar, 2½-litre, 10,000 miles, £1,790.—Clayton's Cars, (London) Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5221 (5 lines). [8591

£495.—1939 1½-litre Jaguar, drop head; believe 25,000 miles from new; condition outstanding, mechanically perfect; any trial.—C. A. P. Motors, Reliance 2865-6. [6083

1937 1½ Jaguar 12hp black sun saloon, loose covers, good appearance, mechanically sound 25-28 mpg., economical car, private owner; £350.—Macdonald, Man. 2988, Rex 6284. [8581

LANCASHIRE specialised sales repair and spare parts service, large stocks available.—Parkyns, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4577. [0191

895 gns.—Jaguar, Sept., 1948, 1½-litre 4-door saloon, black, sliding head, brown leather, heater, very carefully used, exceptional condition; taxed, terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8961

195 gns.—Jaguar, 1937 model, 2½-litre 4-door saloon, 19hp, black, sliding head, green leather, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8961

1950 3½-litre Mk V Jaguar, black/brown hide, 15,000 miles privately owned, expertly maintained, perfect condition; £1,850 or nearest.—16, Albany Gardens East, Clacton. Tel. 155. [9114

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1950 Jaguar Mark V 2½-litre saloon, 9,000 miles, black with brown leather, one owner, fitted pushbutton radio, and screen washers. Rimbellishers, etc., absolutely spotless; £2,150.—PETER BANTOCK CAR SALES, 104 High St., Chiswick 2725/5870. [6839

1939 Jaguar 2½ saloon, suede green, nice condition, H.M.V. radio recent overhaul, brakes relined, new rear springs and starter, decoke, etc.; £625.—Martin, Combe Raleigh, Honiton. Tel. 151. [8546

1946 1½-litre Jaguar black saloon in excellent condition throughout, new tyres fitted, bodywork, carpets, etc., as new, boat or tipping lorry in exchange; £775 terms.—Manchester, Deansgate 5652. [8261

JAGUAR Mark V, 1950, 12,000 miles, gunmetal grey, radio, superb condition, £2,200; also 1½-litre special equipment model, 1947, black, recently overhauled, £599 or nearest offer.—Tel. 10 a.m. to 5.30 p.m., Whit. 2491. [6572

1939 model (reg. 1938) Jaguar 2½-litre gunmetal saloon, one meticulous owner, completely overhauled by Jaguar cars, receipts shown, the whole car including tyres in showroom condition; £700 or nearest offer.

W. SPARROW & SONS, Ltd., Osborne Garage, Yeovil. Tel. 114. [8490

CAMDEN MOTORS.—Jaguar, the scarce and very desirable 1½-litre 12hp 1937 sports saloon, one of the smaller hp Jaguars with the attractive modern body style, definitely fast but at the same time most economical; £395.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1938, dark blue finish with brown leather upholstery, extra equipment includes heater, passlights, chromed wheel discs, in much above average condition for its year; £445.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, metallic grey with grey leather interior, beautiful appearance, well maintained by very careful owner; £525.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946 (November), practically unblemished grey paintwork with fine hide interior, sunroof, passlights, wheel discs, etc., most attractively priced; £845.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment sports saloon, 1948, black with natural hide interior, fitted heater, air conditioning, radio, passlights, etc., very low mileage and in exceptional and practically unblemished condition, definitely unrepeatable at £1,045.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, attractive coachwork with leather interior, fitted discs, passlights, etc., 5 practically new tyres, very fast; £395.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, exceptionally well cared for example, black, brown leather, heater, discs, etc., nominal mileage only; £1,025.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, fitted with all the post-war special equipment items including heater and air conditioning unit, discs, passlights, almost new tyres, exceptional performance; £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1948, most attractive metallic grey finish with leather interior, fitted heater, demister, air conditioning unit, etc., small mileage and most carefully used; offered at an absolutely unrepeatable figure, £1,175.

CAMDEN MOTORS.—Jaguar 3½-litre Mk. V saloon, 1950, black with grey leather, hosts of extras including radio, tailored loose seat covers, heater, etc., superb condition; £1,945.

CAMDEN MOTORS.—Jaguar, the scarce and valuable 3½-litre competition model 100, 2-seater Roadster, 1939, a very fine example of this classic Marque, coachwork finished in deep cream with red leather interior, hood and full tonneau cover to match, many costly extras, pass lights, special discs, twin Aero screens, windscreen heater, etc., engine reconditioned (bored and sleeved, etc.) only two months ago, mileage since reconditional overhaul under 2,000 timed performance in the region of 96 m.p.h. top speed with a genuine cruising speed well into the 80's, a magnificent car to handle, all tyres renewed recently; £595.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [8765

1948 Jaguar 1½-litre (Ace) special equipment model, lavender grey, sunshine roof, heater, one careful owner, tyres in first-class order, spare unused, mileage 28,000, excellent engine, exchange considered; price £950.—Arn, 6613. [8495

1950 Jaguar Mark V 2½-litre saloon, colour black, brown leather, P.M.V. radio, heater, taxed, genuine mileage only 6,000, this car is indistinguishable from new; £2,150.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 1431/2. [8020

1949 (Oct.) Jaguar 2½-litre Mk. V saloon, special finish black with silver metallic below waist, cherry red upholstery, cut-away rear wheel valances (Bentley style), Rimbellishers, mascot, undoubtedly smartest Mk. V on the road; genuine 18,000 miles, one fastidious owner; as new in every respect; £1,850; smaller car accepted in exchange; photo anyone really interested.—Tompkins, 21, East Park Parade, Northampton. 2102. [8351

Jaguar Cars Wanted

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gullivor 4141.)

MANCHESTER.—1-5 Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0026

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62807. [0234

Jaguar Cars Wanted

SAUL & SLATTAST, Ltd., 44/46, Aldermans Hill, N.13.

MAIN dealers—urgently require modern Jaguar cars. Tel.: Palmers Green 1205/7173.

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8542

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [6481

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester. Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Grn. 1205/7173. [6955

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—521, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

JEEPS, Army standard khaki; from £275; leaflets on request.—Gram Motors, 162, The Avenue, N.W.6.

AUTOWORK, Ltd., Winchester.—Princ.pa. Jeep stockists.—Station Hill, Winchester. Winchester 4834. [8296

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8340. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Guanmercury, W.4. Chiswick 5018, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100½ Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0620

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £295.—Jacquemier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8564

HAVE you seen Metamet's made-to-measure Jeep version? Six months' guarantee, over 20 mpg; optional commercial registration.—1000, Belsize Lane, N.W.3. [0534

175 cms.—Jeep (Ford) registered December, 1946, grey, spare wheel and hood, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [8963

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035

Jeeps Wanted

ROWLAND SMITH'S, Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or ever counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs to order spares 'phone Hampstead 6231.—1'Od, Belsize Lane, N.W.3. [0539

JENSEN

1938 Jensen 3½-litre V.8 saloon, black with fawn hide, in excellent condition; £635.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [8566

JOWETT

THE DENHAM SERVICE STATION, Ltd.

THE used Javelin enthusiasts offer:—

1950 Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 12,000.

1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 14,000, fitted H.M.V. radio.

1950 Javelin de luxe saloon, blue beige hide upholstery, recorded mileage, 35,000; fitted radio.

1950 Javelin standard saloon, Tampico beige, with beige plastic loose covers, recorded mileage, 20,000.

1949 Javelin de luxe saloon, black beige hide upholstery, recorded mileage 12,000.

1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage, 18,000, fitted radio.

THE above cars can be seen and tried at our showrooms subject to being unsold.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [8001

CAR MART, Ltd.

1948 Jowett Javelin saloon, radio, heater, 6 months' guarantee; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8706

NEWNHAMS, Ltd.

1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

NEWNHAM HOUSE, 255-7-9, Fammersmith Rd., London, W.6. Riverside 4646. [6679

JOWETT

JACK STONE & SON offer:—

1949 Jowett Bradfo J super de luxe 4/5-seater utility, choice of two; 1947 (£10 tax) Humber 27hp 7-seater shooting brake, very smart and attractive; 1947 Flying Standard 12hp 5-6-seater, solid ash and oak utility; 1937 Ford 8 4/5-seater utility; hire purchase gladly arranged.—221, Upper Richmond Rd., Putney, Putney 1054-5 and 2276. [8931

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, black with brown leather interior, 19,000 miles; £995.

836/842, High St., N.12. Hillside 0024. [6378

WARWICK WRIGHT, Ltd., offer:—

1948 (Nov.) Jowett Javelin saloon, fawn, brown leather, radio, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [0742

1949 Javelin 1½-litre saloon, low mileage, one owner, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8285

GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin standard saloon, green.—Below

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8525

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher Ltd., Northwood, Middx. Tel. 777 (4 lines). [0412

1949 (June) Javelin de luxe, golden sand with red interior, heater, 18,000 miles; £1,050.—Wimbush & Co., Ltd., Abbey 6896. [3850

1950 Javelin de luxe, radio, heater, 6,000 miles, immaculate; £1,300.—Talbot, Cholmley Lodge, Harrow Way, Basingstoke 979. [9127

1948 Javelin de luxe saloon, metallic grey, condition almost as new; £955.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [7730

1949 (July) Javelin de luxe saloon, one owner, cellulosed green, leather upholstery, very nice condition; £895.—A. E. Palmer Motors, Ltd., Luton 4212. [8730

£895.—Jowett Javelin saloon, Dec. 1948, de luxe model with heater, etc., one owner only since new, 16,250 very careful miles, immaculate golden sand finish.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. [8755

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1950 Javelin de luxe saloon, finished black with brown leather, fitted heater, modified engine, faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 0468. [8762

1949 Javelin de luxe saloon, black, beige leather, one owner, maintained since new by factory, any inspection invited, competition heads fitted, three months' guarantee; £1,095; choice of two 1948 models also.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1186. [8689

NAYLOR & ROOT, Ltd.—1949 Jowett Javelin de luxe saloon, beige, radio and heater, very carefully maintained, £1,095; 6 months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—85, East Hill, Clapham Junction, S.W.18. Bat. 5272. Open 9-6 each week-day including Saturday. [8598

FOR Javelins, Jupiters, Bradford utilities and vans, and everything to do with Jowetts, come to Clarke's of Pirbright, Automobile Engineers, between Woking, Aldershot and Guildford; the Jowett centre for the South; 24-hour day and night service with factory trained mechanics available; Jowett owners; always a large and guaranteed reconditioned used Javelins of varying year and colour in stock; also Bradford utilities and vans.—Clarke's of Pirbright, Pirbright, Surrey. Tel. Brookwood 2201. [0323

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

COLLIVER-FISHER, Ltd., will always buy a Javelin.—Northwood, Middx. Tel. 777 (4 lines). [0300

DENHAM SERVICE STATION, Ltd., the used Javelin car enthusiasts, wish to purchase immediately:—

1950 de luxe Javelins.

1950 standard Javelins.

1949 de luxe Javelins

1948 de luxe Javelins.

SEND fullest particulars now to Denham Service Station, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [5658

ALMOST new Jowett required; cash payment.—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0658

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228 234, London Rd., Croydon. Cro 5641. [0463

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bottenerfield Lane, Harrow. Tel. 6225-6.

G. W. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0758

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 88, Eden St., Kingston 2241-2. [0679

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

HAROLD RADFORD & Co. Ltd.
OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6632 (5 lines). [0264

BROOKLANDS for individuality.

LAGONDA Distributors; latest models for demonstration.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

BUY or sell your car at

103 New Bond St., London W.1. Mayfair 8351/6. [0691

CHIPSTEAD MOTORS Ltd.—See our advert. under "Sports Cars." [7435

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer:—

1933 5-litre saloon, black and red, several extras.

1934 4½-litre saloon grey, tyres as new, exceptional condition.

1936 4½-litre saloon, metallic grey, excellent chassis, history, coachwork carefully maintained.

1938 12cyl. saloon, black and grey, radio, splendid order throughout.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Walton 1562. [0287

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars." [7656

LAGONDA 16/80 saloon, smart, unparalleled performance; £250; terms.—Temple Cars, 136, Burton Rd., Derby. 9 a.m.-8 p.m. six days. [0266

1950 Lagonda 2½-litre saloon, in immaculate condition, just out of covenant; write or 'phone.—Charles Cooper (Tipton), Ltd., Locarno Rd., Tipton. Tel. Tipton 2245. [7439

LAGONDA V.12 foursome drop head coupe, finished in metallic grey with red leather upholstery, first registered March, 1939, small mileage and maintained regardless of cost.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 507. [0503

1934 Lagonda 3-litre selector special saloon, black with green leather, carefully maintained, in really good condition; £155.—Heroert Roumeon, Ltd., Cambridge. Tel. 6461. [0494

1938 (Oct.) Lagonda V12 Windover limousine, 6,795 miles only, last licensed 1939, a new car; £1 575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

1951 Lagonda Rapier racing 2-seater, built from new spare parts with underslung short chassis, 3.75 ratio, 100 mph, new tyres; road equipped; taxed December; £495.—W. W. Derrington, 159 and 161, Lonsdale Rd., Kingston-on-Thames. Tel. 5621-2. [5820

275 gns.—Lagonda, 1955 model, 3½-litre de luxe 4-door saloon, black leather upholstery, 2 spare wheels, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0963

Lagonda Cars Wanted

ROWLAND SMITH S. the Lagonda buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre V 12 models; service engines in stock.

LAGONDA Ltd. Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. 3457-8 or (private) 273 Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

B. J. HUNTER, Ltd., offer:—

1939 Lanchester 14 saloon, showroom condition; £495.

B. J. HUNTER, Ltd., 32, Cricklewood Broadway, N.W.2. Tel. GLAdstone 6303. [5705

1938 (late) Lanchester 11hp saloon, exceptionally fine condition throughout, black, taxed; £345; part exchange, etc.

HERMIT COACHWORKS, 250, Belsize Rd., N.W.6. Mar. 1341. [8937

£145.—1935 Lanchester 10hp 4-door saloon, an excellent runner in original condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2019

SPINK (BOURNEMOUTH) Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405 [0545

1937 Lanchester 14hp de luxe saloon, in exceptionally fine original condition, engine overhauled, new battery and tyres; £375.—212, Cooden Drive, Bexhill. Tel. Cooden 702. [0246

495 gns.—Lanchester Roadrider, June 1938, 14hp de luxe 4-door saloon, green and black, sliding head, green leather, preselector, IFS, carefully used, excellent condition; taxed, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0964

£495!—Lanchester 11hp 4-door sports saloon, late 1938, a very attractive example of this rather scarce model, immaculate dark blue coachwork with leather interior in almost unbelievable condition for a pre-war car; engine in excellent order, steerage, brakes and suspension just overhauled and new tyres fitted, outstanding value for money.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. [0756

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 588/6, Greenford Rd., Greenford, Middx. Waxlow 2645. [0060

STRATSTONE, Ltd., Lanchester distributors, urgently require post-war Lanchester cars, prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [8595

Lanchester Spares and Service

ROOT MOTORS, Ltd.

ROOT MOTORS Ltd.—Pre-selector gear boxes; exchange and repairs.—168, Fulham Rd., S.W.3. Kensington 7501. [0257

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4190 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd. for Lancia.

FIRST-CLASS examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274 [4372

1938 Aprilia saloon, Aug. Dec. 11.—Tel. Tulse Hill 3451. [0633

1939 (July) Lancia Aprilia saloon, blue and silver, reconditioned at works; £925.—Wimpush & Co. Ltd., Abbey 6798. [1575

LANCIA Aprilia, 1937, recellulosed and upholstered, small mileage engine, perfect body, tow controls, windtone horns, two Lucas spotlights; £650.—G. & S. Motors, Bayswater 1644.

MAYFAIR GARAGES, Ltd.—Reg. November, 1939, Aprilia pillarless 4-door saloon, jewellescence silver, silver wheels, maroon upholstery, interior recently retrimmed throughout, very smart and attractive car with outstanding road performance, three months' guarantee; £795.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' cloak), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-12. [0443

AIRSPEED MOTORS, Colnbrook By-pass. Tel. Colnbrook 208, offer 1939 Lancia Aprilia saloons, exceptional condition throughout, £995; 1938 Aprilia saloon by Eagle Coachwork, Ltd., outstanding example £665; 1938 Aprilia saloon, good coupe by Farina, £695; 1939 Aprilia saloon, 100% condition, £825; 1938 Aprilia saloon, far above average; £725. [8635

Lancia Cars Wanted

LANCIA Aprilia, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0545

KEVILL-DAVIES & MARCH, Ltd. will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

JOHN S. TRUSCOTT, Ltd. urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [4616

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-str., small mileage, exceptional.

103 New Bond St., London, W.1. Mayfair 8351/6. [4556

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties offer:—

1950 Lea-Francis 16hp streamlined sal., special two-tone green, beige hide, one owner, radio and heater, 16,000 miles, perfect order, serviced and guaranteed; £1,775.

1951 model Lea-Francis 14hp saloon, I.F.S. latest body style with lamps in front wings, maroon leather, one owner, radio, heater and demister, guaranteed perfect; £1,585.

1950 Lea-Francis 14hp saloon, I.F.S., maroon, maroon leather, serviced by our own works, guaranteed; £1,475.

18 Berkeley St., W.1. May. 6366.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956/8. [8827

1948 Lea-Francis sports saloon, green, heater, immaculate; £1,250.—Prices Garages, Ltd., Lee-on-Sea. Tel. Lee 78669. [8995

1950 (May) Lea-Francis 2½-litre sports 2-4-seater, silver with green leather, one owner, 18,000 miles, exceptional condition throughout, including tyres, scarce model offered at £1,450.

WHEELERS (NEWBURY) Ltd., The Broadway, Tel. Newbury 1020. [6455

1939 Lea-Francis sports saloon, 1½-litre, in black with red leather upholstery, this vehicle is in excellent condition, replaced engine, new gear box, 5 new tyres, very fast, smart car, owner has taken delivery of new car; £575.—Meadows Motors, Ltd., Bridgwater 2081. [6492

1950 (November) Lea-Francis 14hp i.f.s. saloon, late type body style, finished in maroon with maroon leather interior, radio with rear speaker, heater, demister, Himbellishes, one owner, 12,000 miles, faultless condition; £1,575.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [8460

Lea-Francis Cars Wanted

CHARLES FOLLETT Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.1. May. 6366

OFFICIAL Lea-Francis London Service Station Works and Stores:—

BARNSDALE Yard, off Elgin Avenue W.9. Tel. Cunningham 5956-7. [0596

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd

SPARES and service all models from the manufacturers.—Head Office and Works; Much Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6366

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Avenue W.9. Tel. Cunningham 5956-7-8. [0596

Lincoln Cars Wanted

SIMPSON & MOTTOS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 8801-2. [0669

LINCOLN-ZEPHYR

ACLAND & TABOR, Ltd., Weybridge 481, offer with three months' guarantee:—

1938 Lincoln-zephyr saloon, black, radio, heater, first-class order; £695.

LLOYD

345 gns.—Lloyd 650, November 1949, 6hp 2/4-seater roadster, cream, fawn leather, very good condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0965

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 Type 230 20hp 4/5-str. cabriolet with Continental steering.—Victoria 8715. [1798

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Te., Bournemouth 1022.—500K Mercedes-Benz 170V foursome drop head, black, red hide, magnificent specimen, engine completely overhauled, exchanges, terms. [6513

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd. Sales Service and Spares, 111 Grosvenor Rd., S.W.1. Victoria 8715-6. Night service Victoria 8144 [7038

MERCURY

CAMDEN MOTORS.—Mercury Eight special 6-seater drop head coupe, 1947, immaculately finished in very pale blue with full length chromed waistline and super modern streamlined body styling, interior sumptuously furnished in light grey with tartan loose seat covers, radio, heater, concealed interior lighting, map lights, push button hood, trafficator, and every possible luxury, excellent mechanical condition throughout; £1,295.

CAMDEN MOTORS.—Mercury 8 special 6-seater drop head coupe (convertible) 1949 model, equipped with overdrive and electrically operated windows and hood, all controlled by push button, even the adjustment to the seats being electrically operated, body styling of super modern design, being similar to the current production model, interior lavishly equipped with every conceivable luxury, built-in radio of magnificent tone, air-conditioner with demisting and de-icing, searchlream passlights, map lights, etc., recorded mileage 11,200, but this whole car is in such superb condition that the mileage might easily be taken for a much lower figure, white-wall tyres as new; photo supplied to genuine prospective purchaser; £2 250.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [0775

M.G.

DICKS

1938 M.G. 1½-litre sports saloon, fitted works reconditioned engine, numerous extras, genuine car; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6688-9. [8656

CAR MART, Ltd.

1947 M.G. T.C. 2-seater, 13,000 miles; £750.—Vernor 3454.

Car Mart, Ltd., 150, Park Lane, W.1. Gros. [8710

H. W. MOTORS, Ltd.

1950 (Feb.) T.D. 2-seater, cream, brown hide, faultless condition throughout; £1,000.

H. W. MOTORS, Ltd., Walton-on-Thames, 768 and 1467. [8446

COACHCRAFT offer:—

1950 (August) M.G. 1½ saloon, one private owner from new, immaculate mileage 11,000, superb condition throughout; £1,050; terms and exchanges.

COACHCRAFT Elm Rd., Evesham Tel. 6539. [7655

GUY ALFREDS offer:—

1950 M.G. 1½-litre, radio, heater.

1946 M.G. T.C. sports roadster, new factory engine, exceptional.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3260. [6392

ELITE MOTORS offer:—

1938 M.G. 1½-litre V.A. foursome d/h coupe, tuned engine with interior to match, speedo reading 45,000 miles, believed to be genuine, in really outstanding condition, engine completely reconditioned 4,000 miles ago, faultless coachwork, interior and mechanical order; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [6791

JACK ROSE, Ltd., offer:—

1950 (November) M.G. 1½ saloon, 18 miles, almost as brand new, accept £1,195.

1947 M.G. T.C. 2-seater, in British racing green, one owner, many extras; £615.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8658

CHILTERN CARS offer:—

KS type 2-seater, large Marshall supercharger, 22,000 miles only, road-equipped; £525.

TB-type 2-seater, 1940, pale blue, many extras; beautiful order; £495.

TA-type 2-seater, 1938, green, far above average condition, new tyres; £425.

TA-type 2-seater 1937 black, engine recently reconditioned, above average order; £385.

HIRE-PURCHASE, part exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2096. [6562

GLANFIELD LAWRENCE offer:

1939 2-litre M.G. sports saloon complete mechanical overhaul, superb body, exceptional performance; £565.—407, High Rd., N.12. Finchley 6091. [8109

1935 M.G. Magnette, excellent condition; £295.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [7785

M.G. 2-litre sportsman's saloon, maker's reconditioned engine, 90 mph; £475.—Caterham 3343 [7925

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

WOODBAIN CARS offer:—

£395.—M.G. 10hp T-type open sports 2-seater; immaculate plum coloured cellulose; engine dismantled and checked in our works; highly recommended.

£295.—M.G. 8hp P-type sports 2-seater, taxed, spotless red cellulose; has to be seen to be believed; this is one we are proud to offer and again one we very highly recommend.

MANY other M.G.s in stock from £85; terms.—Woodbain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 9455. [9085

HAROLD RADFORD & Co., Ltd.

1950 (Sept.) M.G. 1½-litre saloon, black with green leather upholstery, speedometer reading 9,900 miles, fitted with H.M.V. radio, in new condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 0042 (5 lines). [7413

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition, £695.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [6137

1949 M.G. sports, green, 10,000 miles, as new; £790.—Folkestone 2522, evenings. [6854

1949 (Sept.) M.G. T.C. 2-str., black, mileage 8,000, indistinguishable from new; £855.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [7541

M.G. 1½-litre saloon, late 1949, radio, mileage 19,000, excellent condition; £1,050.—Write Box 5273. [6055

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

BEARDS, of Sunbury, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston Tel Kin 3548.

1939 M.G. 2.6-litre drop head coupe, reconditioned engine recently fitted; £450.—Box 5698. [6329

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141.

M.G. 2-seater J.2 type, good condition.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136.

£625 offered for T.C. M.G.; full details please.—Morris, 92, Coburg Rd., Dorchester. Tel. 1297. [6875

M.G. T.A., November, 1938, Tickford drop head, blue, new batteries, engine completely overhauled; £425.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3592. [6985

1950 (late) 1¼ saloon, 9,000 miles, new tyres, heater, any trial, £1,175 o.n.o.—18, Fleet St., E.C.4. [6617

1947 M.G. Midget, low mileage; £495.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 7231. Mal. 1637. [6095

T.C., 20/12/47, black, green leather, immaculate; £725; terms could be arranged.—404, High St., Lewisham, S.E.13. [6848

1950 M.G. 1¼-litre saloon, finished in black with beige leather, 15,200 miles, one owner, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6500

1940 (late) M.G. 2.6-litre saloon, magnificent condition throughout, a really fine specimen, black, taxed, £575, part exchange, etc.

HERMIT COACHWORKS, 250, Belsize Rd., N.W.6. Mal. 1341. [6836

SALE price £1 275.—1950 (Nov.) M.G. 1½ sun saloon, 5,000 miles only, one private owner, fitted radio, as new throughout, taxed; trade enquiries welcomed.

MOTORISTS (Leyton), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [6772

1950 M.G. 1¼ saloon, colour satin bronze, in immaculate condition, one owner, 10,000 miles; £1,155.—Moores, Jaguar House, Western Rd., Hove 38678. [9054

1946 (Nov.) M.G. T.C., black, engine rebuilt by M.G., July '50; new hood, battery, heater, twin windtones, cellulose, chrome, as new; £640.—Reading 72451. [6808

1949 (October) M.G. T.C. 2-seater, red, red leather, a one-owner car, immaculately maintained throughout its small mileage; another finished in ivory.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [8506

595 gns.—M.G. Midget, Sept. 1946, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget, June 1939, 11hp T.D. 2-seater, black, fawn leather, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget, 1937 model, 10hp T. 2-seater, black, green leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, 1935, 8hp P. Airline coupe, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

125 gns.—M.G. Midget, 1931 model, 8hp sports 2-seater, black, unworn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8966

M.G. 18/80 coupe, 1938 model, superior throughout, bargain price; £375, terms.—Temple Cars, 150, Burton Rd., Derby. Tel. 45614, open till 8 p.m. week-days; many others in stock. [8269

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre drop head coupe, finished in blue with blue leather upholstery, an exceptionally nice car; £595.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [8435

1937 (July) M.G. 1½-litre drop head coupe, in really unusual condition, colour ivory, red wheels and hide interior, hood, tyres, etc., new; any examination welcomed. £475, exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6753

M.G. J2 2-str., red, mechanical condition excellent, new tyres, new hood, sidescreens and battery; 185gns or near offer.—Lewis, 78, Church Hill, Northfield, Birmingham. Tel. B'ham Priory 3501 (evenings). [8860

M.G.

1936 M.G. Magnette, 4-str. sports, luggage grid, new hood, good tyres, toupass, Rotoflex, original green cellulose, recently restored, enthusiast owned; £275.—Tel. Fal. 4830 after 6. [7209

ROSE & YOUNG, Ltd., offer: 1950 M.G. 1½-litre saloon, low mileage, immaculate condition, almond green; £1,175.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5593

£495.—Series T.D. Midget M.G. Roadster, 1940, cream and black with red leather, sparkling little motor, used as a second car by one enthusiastic owner; very moderate mileage, several expensive extras.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. [6758

1949 (Nov.) M.G. saloon, finished in sun bronze with red leather upholstery, in really immaculate condition, nominal mileage, late property of M.P.; £1,100.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [6287

M.G. Magnette supercharged K 4-seater, grey, fawn hide, new hood and batteries, hydraulic brakes, 6 good tyres, carefully used and in faultless condition; £450 or near offer.—Osborn, Moorlands, Worcester Rd., Clent, Worcs. Hagley 3227. [9136

1948 Tickford, finished in black with light brown leather interior, hood re-covered this year, fitted heater and H.M.V. radio; this car has been scrupulously maintained and the full history is known.

ARNOLD G. Wilson, Ltd., Alvis Distributors, 232, Harrogate Rd., Leeds 7. Tel. 41014/5. [7513

2.6 1939 black saloon, immaculate condition throughout, bill to substantiate new works engine with copperized head, also most other mechanical parts during last twelve months, six chrome wheels, new tyres, heater and radio, offers invited.—Box 5565. [8247

TANKARD & SMITH, Ltd., offer an exceptionally clean 1937 2-litre M.G. 2-seater coupe in nice condition, very fast and mechanically excellent, has been stored for last two years; written guarantee; £425.—226-232, High Rd., N.15. Stamford Hill 5391. [8470

CAMDEN MOTORS.—M.G. 1½-litre 12hp series VA sports model, late 1940, maroon with red leather, brand new hood and tyres, recent Laystall engine reconditioning, £200 spent on engine and chassis less than six months ago, new road springs and special Rotoflex shock absorbers, chromed Ace discs, etc., superb order and a really fast car; £525.

CAMDEN MOTORS.—M.G. 2.6-litre, the scarce and very valuable drop head foursome coupe, 1940 model with beautiful Tickford bodywork, superbly finished in latest metallichrome deep maroon, late property of wealthy company director, maintained and serviced since new at M.G. works, engine tuned to attain very high maximum cruising speeds with a maximum top speed approaching 90 mph., numerous special features and extras, Andre telescopic shock absorbers, dual Windtones, Bosche panlights, special discs, Tapley performance metres and gauges, one of the very finest pre-war cars we have ever handled; £695.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m.

M.G. T.A. Tickford coupe, registered 23.11.38; new engine by famous M.G. specialists; steering and clutch overhauled, new king-pins, new rear springs, Newton shock absorbers, brakes relined; 7 wheels and tyres complete, 5, 500×16, 2, 450×19; recellulosed black, cream hood, cream Bluemel steering wheel; first-class condition; £565; no offers.—Box 5620. [8683

1938 1½-litre 12hp de luxe saloon, black with cream hide and wheels, quite spotless, apparently original, almost brand new tyres, exceptionally low mileage, a really beautiful specimen.—Speedsters Ltd., The best conditioned sporting cars in the country; offices at "Old Stradling," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [7072

M.G. Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

RROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—56-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

CASH immediately for good M.G.—H. F. Edwards, 29, Upper High St., Epsom 9400. [8547

JACK ROSE Ltd. want to purchase T.C. and 1½ saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5441

M.G. T.D. wanted; 1949 Ford Prefect offered in part exchange; no dealers.—Grant, Heath End, Newmarket, Suffolk. [8909

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Cityside Sports Cars (Christchurch), Ltd., Lendhurst Rd Christchurch Hants. Tel 1681. [8398

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G., urgently.—65, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8162. [7974

MAYFAIR GARAGE, 28, Bruton St., W.1. Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp Selfridges clock). Mayfair 3104-5.

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4486. [0208

GENUINE M.G. 16in road wheels for T.C., Matt silver, unused, cost £14 pr.; accept £9.—High Beeches, Handcross, Sx. [8194

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and TA and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing engines.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. [0549

M.G. Spares and Service

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, chromium-plated luggage grids, M type clutch plates; prompt and courteous service; see P. de A. column; new windscreens, J2 and P cycle type wings.

DERRINGTON, 139 & 141 London Rd., Kingston. 5621-2. [6896

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rocards, w/drive, dyndos, etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Wildman, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3088.

MORGAN

1938 Morgan 4/4 4-seater; £300; view by appointment.—71, Gower St., W.C.1. Museum 0506. [7558

1938 Morgan 4/4 4-seater, resprayed, rehooded, rebuilt, new tonneau; illness compels sale; near £375.—Thompson, "Berkswell," Woolacombe, Devon. [6571

645 gns.—Morgan 4/4, 1950 model, sports 2-seater, blue, black leather, 2 spare wheels, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Morgan 4/4, June 1937, 10hp sports 2-seater, cream and black, black leather, 2 spare wheels, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8967

1948 Morgan 4/4 2-seater car, finished in British racing green, silver wheels, black upholstery, immaculate condition, one owner; £600.—Wests Motor Cycle Department, 115, High St., Lincoln. [9117

MORGAN 4/4 2-seater sports, 1950 model (registered November, 1949), one owner, recellulosed Sept. 1950 and just completed second recellulosing in polychromatic deep red; tyres, 5 as new, 1 worn, engine at 12,000 reconditioned by Morgans, present mileage 14,000; £800.—J. Peter Mustiano, 38, Cliff Rd., Newquay, Cornwall. Tel. 2973. [8619

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES, of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3830

Morgan Spares and Service

MORGAN 4/4 official spare parts specialist; service and repairs.—Basil Roy, Ltd., 161 Ct. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—S. Douglass, Morgan specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 3,000 miles; £825.

1950 Morris Minor tourer, 6,000 miles; £875.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8711

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, black with beige upholstery, 309 miles; £965.

836—942, High Rd., N.12. Hillside 0024. [8377

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, green, low mileage.

1950 Morris Minor saloon, 5,000 miles, black.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8600

CHARLES RICKARDS, Ltd., offer:

1950 (Nov.) Morris Minor saloon, green, one owner, under 2,000 miles, faultless condition; £865.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 2, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [8289

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

1934 Morris Minor saloon, in any condition.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [4201

1950 (October) Morris Minor saloon, 4,000 miles, green, new condition throughout.

WILCOX (SLOUGH), Ltd., Chandos St., Slough. Bucks Tel. 21429. [6049

1950 Morris Minor saloon, grey, beige leather, speedometer reading 5,000 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [8512

1950 Morris Minor saloon, 13,000 miles, as new.—£795.—Blue Star Garages, Ltd., 364, Kensington High St., London, W.14. (Western 9851). [7611

£795.—1949-50 Morris Minor saloon, one owner, 9,000 miles.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 5477. [8166

1950 Morris Minor 2-door 4-seater saloon, finished platinum grey with fawn leather; genuine 9,000 miles; beautifully maintained and almost as new throughout; £895.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9010

1949 maroon tourer, L.H.D., 18,000, carefully used, carefully maintained, extras; £695 or exchange sound Series E tourer and cash; no dealers; seen Oxford.—Box 5623. [8896

1949 M. Minor saloon, in suede green, with buff leather upholstery, as new, small mileage; £795; exchanges.—Selsdon Road Garage, 54, Selsdon Rd. South Croydon. Croydon 5470. [3757

1950 (September) Morris Minor saloon, one owner, genuine guaranteed mileage 9,000; indistinguishable from new; £865.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 5431/2. [8022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1950 (March) Morris Minor saloon, grey, radio, 10s. wheel covers, windtones, twin wipers, excellent condition throughout; £500.—Otley Motors, Ltd., 11, Crescent Rd., N.22. Bow 4568. [8249

JARVIS conditioned cars are different, guaranteed against all troubles for period of guarantee without cost; a large selection of Morris cars always available.—Morris House, Morden Rd., S.W.19. Liberty 4656. [9061

1950 (March) Morris Minor tourer, maroon, 7,500 miles, rear wheel covers, rim-belishers, twin wipers, windtones, seat covers, a perfect and extremely attractive car; £765.—Otley Motors, Ltd., 11, Crescent Rd., N.22. Bow 4568. [8250

1949 (November) Morris Minor saloon, maroon, genuine 12,000 miles, one very meticulous owner, full history supplied; any inspection; three months' guarantee; many extras; £625.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8687

750 gns.—Morris Minor, Sept. 1949, Jarvis foursome convertible coupe, maroon, beige leather, demister, one careful owner, 20,900 miles, almost new condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Hilton Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8969

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520 Euston Rd., N.W.1. Euston 1212. [0716

A 8 new, post-war Morris Minor required.—23, Broadwalk Court, W.8. Tulse Hill 1298 (day). [9045

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0054

MORRIS EIGHT

NORMAN AUTOS offer:—

1938 Morris 8 saloon, reconditioned engine; £335.—354, London Rd., West Croydon. Thornton Heath 4657. [8908

GLANFIELD LAWRENCE offer:—

1940 Series E Morris 8 2-door saloon, in remarkable condition throughout, black with blue leather upholstery, £480 or £120 deposit.—407 High Rd., N.12. Finchley 0091. [8118

1947 Morris 8 saloon in black; £535.

ERIC HAYES, Ltd., 13 Bishops Bridge Rd., Paddington, W.2. Paddington 6000. [7961

1937 Morris cup winner tourer, an exceptional car, £245.—below.

1947 Morris ohp de luxe saloon, black, brown leather, engine reconditioned; £595.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8645

1938 Morris 8 saloon; £265; three months' guarantee terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5422 and 5774. [5735

1947 Morris 8 4-door saloon, a/l, reconditioned engine, an immaculate car throughout; £595.

NOLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [9059

1947 Morris 8 saloon, one owner; £575.—Barnes, 315, Finchley rd., N.W.3. Hampstead 6035 [6095

1947 (Nov.) Morris 8 saloon 4-door, sun roof, excellent car, £650; also 1939 M.G. 6 series 2-door, sunshine roof, £450. [8251

FERRARIS OF CHISWICKWOOD Ltd., 200-220, Chiswick-wood Broadway, N.W.2. Gla. 2234. [5459

1939 Morris 8 4-seater, immaculate, guaranteed, £550, payments.—Olaffe.d, 586, Kensington High St., W.14. Western 6651. [8611

1938 Morris 8 saloon, nice order; £290.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [9067

1948 Morris 8 saloon, 4-door, splendid condition; £625; consider part exchange.—Watson, 5, Raincliffe Ave., Scarborough. Tel. 3015. [8332

1946 Morris 8 saloon, two-door, sliding head, very good condition.—Herbert & Mills, Ltd., 75, Oil Portland St., W.1. Langham 3506-7. [3222

£285 .—1938 Morris 8 2-door saloon, in excellent condition throughout.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6430. [4990

1936 Morris 8 2-door saloon, black sun roof, body perfect; £240; evenings and week-ends.—Norris, 57, Hardman Rd., Kingston-on-Thames. [8336

1946 Morris 8 saloon, black, sun roof, perfect condition throughout; £525.—M B Motors, 356, New Cross Rd., London, S.E.14. Tideway 5779. [6441

MORRIS 8 tourer 1937 4-seater, really sound car in beautiful condition, mechanically excellent, new hood, tyres, etc.; £255.—47, Beechmount Ave., Hanwell, W.7. [8662

1946 Morris 8, 4-door saloon, black, radio fitted, excellent condition and appearance mileage under 20,000; £550.—Edmonds, 32, Wood St., Swindon. [8188

1936 Morris 8 2-door saloon, just fitted replacement engine, chassis 100% mechanically, bodywork and interior all original, good tyres, taxed; £285.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [7802

CAMDEN MOTORS.—Morris 8 saloon, 1936, de luxe model with sunshine roof and real leather upholstery, very good little runner, sound tyres; exceptional bargain £195.

CAMDEN MOTORS.—Morris 8 series E de luxe saloon.

CAMDEN MOTORS.—Morris 8 series E 4-door saloon, 1939, a smart and attractive little car, beige coachwork with dark blue leather interior, new tyres, very nice engine £395.

CAMDEN MOTORS.—Morris 8 series E 4-door saloon, June, 1940, fitted reconditioned engine March this year, appearance identical to and quite as good as pre-war model, particularly recommended for its very fine mechanical order, £450.

CAMDEN MOTORS Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [8763

MORRIS 8hp saloon, 1939, series E, recently fitted M. with factory engine, new axle pins and bushes, brake relined, all new tyres, recellulosed, not driven 2,000 miles since, privately owned; just received advice of new car sole reason for selling; price £460.—"Corners," Bunch Lane, Haslemere. [8904

MORRIS EIGHT

1948 Morris 8 saloon, 4-door, black, brown leather, 18,000 miles, mechanically sound, tyres as new, spare unused, one owner, body in showroom condition, £725.

HAMILTON MOTORS (LONDON), Ltd., 466-470, Edgware Rd., London, W.2. Paddington 0062 (12 lines). [5334

£350 .—1939 Series E saloon, black, red leather, 7,000 since reconditioned, very clean throughout, in London area from Dec. 25.—Write first instance, 48, St. John's Grove, Harrogate. [6640

WALTER SCOTT Ltd.—1939 Morris 8 2-door de luxe saloon, black, brown hide, 1948 condition, £425, terms; exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [7454

£399 .—1939 Morris 8 series E de luxe saloon, black, brown hide interior, exceptionally clean condition throughout, sliding roof runner.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [9611

£299 .—1938 Morris 8 de luxe saloon; really excellent mechanically; nearly new tyres, excellent exterior; this vehicle is outstanding value at this price; don't miss it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9016

265 gns.—Morris 8, 1938 model, de luxe 2-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8969

1940 Morris 8 de luxe 2-door sunshine roof saloon, most attractively finished in black with blue leather interior; this car is in really superb order and will average over 45 mpg; a genuine bargain; £365; terms and exchanges.

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford 6. Tel. Pen. 3457. [8928

Morris Eight Cars Wanted

A 8 new, post-war Morris 8 required.—30, Ayecroft Rd., S.W.16. Tulse Hill 1298 (day). [9047

PRE-WAR Morris 8hp saloon wanted.—British Star (1) Co., 65, Highbury Park, N.5. Can. 1650. [8266

ROWLAND SMITH'S for Morris 8 wanted.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s, distance no object.—Stations Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [8639

MORRIS TEN

CAR MART, Ltd.

1948 (49 Morris 10hp saloon, 9,000 miles; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [8712

OVERSEAS CARS, Ltd.

1948 Morris 10 saloon, green with green leather, 10,000 mileage; £550.

OVERSEAS CARS, Ltd., 227 Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [7443

1946 Morris 10, in excellent order throughout; £650.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5186

1947 Morris 10hp saloon, black, brown upholstery, one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 8951), and 12, Chelsea Manor St., S.W.3 (Fayner 8181). [1230

1948 Morris 10 black saloon, excellent condition, one owner; £725.—Box 5627. [8908

1935 Morris 10 saloon, excellent condition; £45, three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 4528 and 5774. [5758

MORRIS 10, 1946, 27,000 mileage, good condition; £625.—Apply, "Whitecroft," Woodland Rd., Sevenoaks. [8251

1939 2-door, new battery, springs, k-pins, shackles, wings, carpet, reconditioned engine; £595, no offers.—Box 5656. [9112

MORRIS 10hp Utilon 10cwt. 1949, first-class condition, any trial; £550.—Matthews (M.T.), 1a, Kenthouse Lane, Peckham, S.E.15. Sod. 4622. [9130

QUEEN'S ROAD AUTOS.—1948 Morris 10 4-door saloon, in very nice condition bargain, £595.—62, Queen's Rd., Peckham, S.E.15. New Cross 5989. [3864

1947 Morris 10hp saloon de luxe, exceptional condition; £650; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7420

1939 Morris 10 saloon, recond. eng., recellulosed; £460.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [9096

1947 Morris 10hp saloon, £150 overhaul, new tyres, mats, engine, etc., 6 months' written guarantee; £675.—Herwin Canny & Co., Ltd., Area Dealers, Woolwich 0165. [9426

1946 Morris 10 saloon de luxe, uncracked, black with brown hide interior reconditioned engine fitted on 21/11/51, exceptional condition throughout; £675.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [7731

£666 .—Absolutely genuine 1946/7 Morris 10 de luxe saloon; very carefully and spotlessly used, tiny mileage; interior like new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9016

TANKARD & SMITH, Ltd., offer 1947 (Dec.) Morris 10 saloon, 1 owner only very carefully maintained and in excellent order throughout; £790.—226-232, High Rd., N.15. Stamford Hill 5281. [9476

1947 Morris 10 sun saloon in thoroughly good condition throughout, December bargain; cash or terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 3404-5-6. [9045

1946 Morris 10 de luxe saloon, black with brown leather, exceptionally good condition; delivery new car reason for sale; £575.—49, Macclesfield Rd., Hazel Grove, Cheshire, Poynton 2970. [6245

1947 Morris 10 saloon (reg. Dec., 1946), black with brown hide upholstery, like new inside, splendid condition in every way; £685.—Pantiles Service Garage, London Rd., Guildford 5328. [7354

JARVIS conditioned cars are different, guaranteed against all troubles for period of guarantee without cost; a large selection of Morris cars always available.—Morris House, Morden Rd., S.W.19. Liberty 4656. [9062

MORRIS TEN

TANKARD & SMITH, Ltd., offer 1938 Morris 10 saloon de luxe, finished in maroon, in excellent mechanical order, recently resprayed; £585; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 3051. [12325

595 gns.—Morris 10, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9969

1939 .—Morris 10hp de luxe 4-door saloon, finished in black with green leather interior and new fitted carpets; the appearance and performance of this car is excellent and in our opinion is equal to many post-war cars; taxed, delivered free anywhere in England; £375; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [8927

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6901

ROWLAND SMITH'S for Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s, distance no object.—Stations Lord St., Southport. Tel. 2268.

A 8 new, post-war Morris 10 required.—Fortune, 55, Cambridge Rd., E.11. Tulse Hill 2768 (day)

MORRIS TWELVE

1937 Morris 12 saloon, £195.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [8097

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hampstead High St., (Hampstead Tube). Ham. 6041.

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

1950 Morris Oxford saloon, green, brown leather, radio, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6745

1950 Morris Oxford saloon, 2,000 miles only.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3664. [9069

1950 (Nov.) Morris Oxford, 4,000 miles.—Ernest Sutton, Tel. Rosslyn 4 (trade only). [9010

1949 Morris Oxford saloon, maroon, mileage 12,000, very clean; £1,075.—Cranmore Tel. 2040 Potters Bar. [4041

MORRIS Oxford 1950, 13,000 miles, green, fitted radio; £1,095, after 6 p.m.—13, Peel Drive, Aerodrome Rd., Hendon. [9503

MORRIS Oxford, 1950, 12,000 miles, green, fitted radio; £1,025.—After 6 p.m., 13, Peel Drive, Aerodrome Rd., Hendon.

1950 Morris Oxford saloon, very good condition, 9,000 miles, one owner, £950; exchange considered.—Turner, Tel. 7995. [7037

1950 Morris Oxford, low mileage; £995.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [9068

1949 Morris Oxford saloon, grey, 19,000 miles, £950.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [7447

MORRIS Oxford, 1950, privately owned, one driver, mileage 12,000 heater, loose covers, exc. cond., no dealers, best offer over £1,100.—Beckenham 6307. [8254

1949 Morris Oxford, 14,000 miles, colour black, £925.—Clayton's Cars (London), Ltd., 357, Euston Rd., London N.W.1. Tel. Euston 5233 (5 lines). [8586

1950 Morris Oxford saloon, under 10,000 miles, choice of two, grey or maroon, radio fitted, £1,025.—Dobsons Ltd., Morris Agents, Staines, Middlesex. Tel. 501. [8415

MORRIS Oxford 1950, as new; £1,100 or near offer; 12,000 miles; would consider exchange for cheaper car.—Leigh-on-Sea 77865, 56, The Ridgeway, Westcliff-on-Sea. [8911

1949 Morris Oxford, black, 22,000 miles, 4 new tyres, heater, loose covers, one owner, any trial; offers over £175.—Fox, 2, Saffrons View, Meads Rd., Eastbourne. Tel. 7935. [8895

JARVIS conditioned cars are different, guaranteed against all troubles for period of guarantee without cost; a large selection of Morris cars always available.—Morris House, Morden Rd., S.W.19. Liberty 4656.

1950 (April) Morris Oxford saloon, maroon with red leather fitted heater, one owner, genuine 6,000 m.s., as new; £1,095.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7713

Morris Oxford Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717

A 8 new post-war Morris Oxford required.—30, Ayecroft Rd., S.W.16. Tulse Hill 1298 (day). [9049

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0056

MORRIS EIGHTEEN

1936 Morris 18 saloon, £175, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5757

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, heater, 6,000 miles; £1,175.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [6715

1950 (Jan.) black saloon, exceptional condition; £1,100.—St. Nicholas Lodge, Farnham Common, Bucks. [6675

1949 Morris Six, 7,000 miles, unused 1951 one owner, black, immaculate; £1,050 or near offer.—Box 5358. [6818

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,150.—Campbell Symonds, Wembley 6262. [5301

1400 miles.—1950 Morris Six saloon.—British & Overseas Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3598. [9814

1950 Morris Six, mileage 6,011; H.M.V. must immaculate; £1,150.—19, Beaks Hill Rd., Kings Norton (Tel. 3166), Birmingham. [8196

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS SIX

1950 Morris Six saloon, first registered 9/2/50, painted in grey with green leather upholstery, 11,000 miles, one owner; in perfect condition throughout.
ARTHUR MULLIKER, Ltd., Bridge St., Northampton. (p., 907. [6501

1950 Morris Six saloon, fawn, brown leather loose covers to match, radio, heater, small mileage; £1,150, no offers.—Jacques, 29, Bury St., S.W.1. Whitehall 8508 or Waxlow 3105. [6246

£985—Aug., 1949, Morris Six, maroon with beige upholstery, 13,000 miles, one owner, accessories less, fitted heater, many other extras; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [6444

£1095!!!—Morris Six saloon, 1950, 2 weeks free of covenant, black, brown leather, heater, special line protective mats, Regency tailored loose seat covers, 8,610 very careful miles, spare unused, tools, not yet unwrapped.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. [8764

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), LTD.—1948 Morris 10hp saloon, black.—Below.
GORDON CARS (LONDON), Ltd.—1949/50 Morris Oxford saloon, green.—Below.
GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, black.
GORDON HOUSE, 375, Euston Rd., London, N.W.1. Euston 6611.
FRANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 8901-5. [0379

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979
MORRIS wanted.—Smith's, 86, Chase Farm Rd., N.W.1. Gul. 2767. [0624
MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers require cars in first-class condition. Mayfair 5242. [0814
CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2208. [0798
C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—Mayf. 1441. [6951

Morris Spares and Service

MORRIS 8 Series I and II front wings, £11 a pair, rears £6 a pair.—Brook's Cars, 94, Queens Rd., Brighton. [0452
WAND LONDON.—Rogers Garage; repairs and service, stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5614

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0965

OLDSMOBILE

SIMPSON'S MOTORS offer:—
LATE type Oldsmobile 4-door saloon, hydramatic drive; for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [1210
JOE THOMPSON (MOTORS), Ltd., offer:—
ROCKET 88, ohv engine, convertible coupe, low mileage, outstanding for its terrific performance, colour silver grey, red leather upholstery, hydramatic drive, many extras.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7432
DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.
1939 6-cyl. Oldsmobile saloon in exceptional condition; £725.
DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113
1950 Oldsmobile Six f.h. coupe 5-6-seater, Futuramic transmission, radio and heater, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5568.
OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576
£1295.—Definitely unrepeatable Oldsmobile Six Series 76 de luxe 6-seater touring saloon, regd. May, 1949, equipped with latest type hydramatic drive, new look frontal appearance and streamlined body styling, all usual post-war American features, built-in radio, heater, tailored seat covers, etc., very fine condition throughout; first deposit secures this exceptional bargain from
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [8752

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627
BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 5568. [8621
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

OPEL saloon, 1937, overhauled; £175.—Tel. Ewell 5784. [7102
CASS'S MOTOR MART.—1938 Opel 11.3hp Master de luxe 4-door saloon, green, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [8663
RECONDITIONED Opel models Cadet, 1½-litre Olympia and 2½-litre Super 6 available from stock; 3 months' guarantee; terms and exchanges.—Mayner Motors, Ltd., Southampton St., Southampton. Tel. 3266, 4944. [7757

Opel Cars Wanted

ROWLAND SMITH for the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980
PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 5664. [0056
MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0851

Opel Spares and Service

REPAIRS, spares, reconditioned engines, suspensions, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [0243
PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733
MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engines for service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—
A LATE model Packard 4-door saloon, colour blue, registered April, 1950.
1939 Packard 6 4-door saloon, colour black.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400.
PACKARD sole concessionaires offer:—
1947 Packard Clipper Eight de luxe, 4-door, blue saloon with right hand drive, radio and seat covers, 27,000 miles; £2,150.
1947 Packard Clipper Eight de luxe, 4-door, black saloon with right hand drive, overdrive, radio, heater, demister, seat covers, 30,000 miles; £1,950.
PACKARD sole concessionaires offer a selection of completely reconditioned 1938 and 1939 saloons and drop head foursomes.
LEONARD WILLIAMS & Co (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400. [0262
1947 Packard Clipper 6-cylinder, radio, heater, in very nice order, left-hand drive; £1,495.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [0154
CAMDEN MOTORS.—Packard, a superb 1948 model super 8 4-door 6-seater saloon, with overdrive etc., and current production body styling, immaculate appearance with somewhat restrained frontal appearance which is a feature of this particular make, all extras, seat covers, radio and heater, exceptionally small mileage; £2,450.
CAMDEN MOTORS.—Packard 30hp occasional foursome drop head coupe, 1938 model, attractive regal red with grey leather, engine reconditioned last year, new tyres; £595.
CAMDEN MOTORS.—Packard 8 limousine, 1938, equipped with special wide face forward occasional seats, winding division, heater front and rear, radio, latest type pressed steel wheels with large type fully chromed rimeellishers, over-riders, rear boot and under bonnet inspection lamps, windscreen heaters, etc., late property of London bank executive, chauffeur driven and maintained and only use occasionally total mileage 41,000; £745.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. [8777
A & S Limousine, 1956, original private owner, partition, widest occasionals, 67,000 miles only, in exceptional condition.
LIMOUSINE, 1939, partition, widest occasionals, black, certified mechanically desirable condition; £925.
ALPE & SAUNDERS (100 Limousines), Providence Court, North Audley Street, Mayfair-2941. [8405

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8543
PACKARD 1938-39 drop head coupe required.—A. R. Goodley, Hill House, Tilney St., Lawrence, King's Lynn. [7208
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards.—Wembley 8691-2. [0671
LEONARD WILLIAMS & Co. (1940) Ltd., Packard Sole Concessionaires Great West Rd., Brentford, Middlesex. Ealing 5400.
JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903
LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469

PARAMOUNT

1950 Paramount 4-seater, mileage 10,000.—H. C. Paul, Ltd., 35, Bruton Place, W.1. Mayfair 0621.2. [8064

PEUGEOT

DICKS.
1947 Peugeot 11hp saloon, genuine French model, ready for immediate work; £695.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6888-9. [4367

PLYMOUTH

SIMPSON MOTORS offer:—
1949 Plymouth 4-door saloon, fitted with heater and seat covers; for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 8691-2. [1207
£1125.—Plymouth 20hp right-hand drive special de luxe 6-seater saloon with fully chromed new look mouth-organ front, beautiful streamlined bodywork, immaculately finished in steel grey with broadcloth upholstery to match, loose seat covers and all usual post-war extras, new set of Whitewall tyres, superb order.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery. Showrooms open till 8 p.m. [8778

PONTIAC

CHARLES FOLLETT, Ltd., offer:—
1939 Pontiac Silver Streak saloon, black, brown hide, overhauled and carefully maintained, really exceptional condition, for a car of this age.
18 Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [8629
£135.—Pontiac 1938 model Silver Streak saloon, one owner since new, needs spraying.—Witham 6240.
DIESEL Pontiac 6-seater saloon, black/brown leather, powered by F4 Perkins engine, 50 mpg., £10 tax, excellent hire car; nearest £700.—Marriott, Tel. Lanrick 269, Boston. [8195
CAMDEN MOTORS.—Pontiac streamliner 8 de luxe 6-seater saloon, 1946, 4-door model with hydramatic drive heavy chrome front fender moulding, chromed gravel guards and large type emoellishers, late property of American band, executive in London, chauffeur driven, mileage 16,700, immaculate steel grey finish with duo-grey broadcloth interior, built-in radio, heater and other extras; £1,545.
CAMDEN MOTORS.—Pontiac streamliner 6 de luxe saloon, 1948, with similar type body to above, but slightly smaller horse-power, hydramatic drive and all extras, radio, heater, de-misting, nylon seat covers, etc., beautiful condition; £1,535.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase, part exchanges; free delivery. Showrooms open till 8 p.m. Monday to Saturday. [8779

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 5568. [8620
SIMPSON'S MOTORS (WEMBLEY) Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now undertaking service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

K-3 blown, fast, single seat, E.R.A. brakes, axles and gear box, immaculate.—Box 5611. [6565
1950 J.B.S. fitted with double knocker Norton engine, ally. and wire wheels, twin master cylinders, hardly used.
CONNAUGHT Engineering, Portsmouth Rd., Send, Surrey, Ripley 3178. [8467
CONORS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621
FORDSON van.—The M.W.M. double-decker van, equipped regardless of cost to accommodate two racing cars, one above the other; full range of racing spares and pit equipment, two winches, etc., new Mercury engine just fitted, long range tanks, high cruising speed; whole vehicle has been necessarily maintained in first-class condition; £505.—H. W. Motors, Ltd., Walton-on-Thames 783-1437. [4212

RAILTON

HAROLD RADFORD & Co., Ltd.
FIRST registered July, 1946, Railton foursome drop head coupe, 28.6hp, speedometer reading 43,557 miles, completely overhauled mechanically and fitted with new hood and tonneau cover, colour black with brown leather upholstery, fitted radio, heater and Ace discs, in virtually new condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6396
RAILTON (L.W.B.) Cobham saloon, registered in March, 1938.
THIS car has had the body completely reconditioned by the original builders; the body has been recellulosed in maroon, new carpets and head lining fitted, also a complete new set of glasses; the car is fitted with rebored engine which is not yet run in; all accessories and mechanical components have been repaired or replaced as necessary; the car is covered by full guarantee. Details available from—
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, London W.1. Grosvenor 4141. [5294
MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753; all models up to 1947, 17hp, 21hp, 26hp coupe saloons, tourers. [5967
A.1 MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26(a), Belgrave Rd., S.W.1. Victoria 8285. [0335
1937 Railton 29hp sports saloon (reg. Dec. 1936), grey with blue leather upholstery, fitted radio, twin Notek fog lamps and dual horns; specially serviced and maintained in perfect condition; £675.—Pantiles Service Garage, London Rd., Guildford 5838. [7537

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8544
THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars.—Tel. 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0050

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault Ltd. Western Ave., Acton, W.3. Acorn 4656.
CAR MART, Ltd.
1950 Renault saloon, 8,000 miles; £850.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8714
1947 Renault 8 utility, 26,000 miles; £425.
GAVIN FAIRFAX, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [7753
1950 Renault 760cc saloon, 11,000 miles, grey, roof rack and oversized tyres; £835.
CONNAUGHT Engineering, Portsmouth Rd., Send, Surrey, Ripley 3178. [8463
1937 (June) Renault 12 touring saloon, new engine, taxed and insured; £220.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4202

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

WELHAMS RENAULT (Retail) SERVICE, Surbiton Hill Rd., Surbiton (Kimbridge 1873), offer:—

1939 26hp 6-str. saloon, reconditioned; £350.

1936 Renault 14hp 7-seater limousine, excellent condition; £375.

1937 12hp saloon, reconditioned, black; £350. [0126

1950 (Oct.) Renault 760cc saloon, pearl black, roof luggage rack, discs, 9,000 miles; terms, exchanges; £775.

CEDRIC NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9080

1948 (Dec.) Renault 8hp 4-door saloon, 22,000 miles, beige, brown leather, excellent condition throughout; many extras.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London S.W.17. Wim. 3031-2. [7403

1939 Renault 12 saloon, immaculate condition, taxed; £325.—Brookside Motors, 103, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [8088

1950 Renault 8hp saloon, 6,000 miles only; £795.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1353, 1709. [9122

1950 (November) Renault 760 4-door saloon, metallic grey; £835.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8846

ROSE & YOUNG, Ltd., offer 1939 model Renault de luxe saloon, black, leather, 4 cylinders; £250.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8940

595 gns.—Renault 8, January 1949, 4-door saloon, bronze, brown leather one careful owner, small mileage, unworn tyres, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8974

Renault Cars Wanted

RENAULT small hp wanted, in good condition.—Please 'phone Valentine 2086. [6801

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering Portsmouth Rd., Send, Surrey. Ripley 3178. [0375

RILEY

DICKS.

1936 Riley 1½-litre Kestrel Sprite saloon, fitted genuine Sprite engine with large sump, rev counter, twin carburettors and Scintilla magneto, very fine appearance; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [8655

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,495.

1949 Riley 2½-litre saloon, radio, 6 months' guarantee; £1,325.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [9715

COACHCRAFT offer:—

KESTREL 4-door saloon 1953, but in very superior condition generally, fast and reliable car in excellent mechanical order, taxed and ready for immediate use without additional outlay; £125.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8922

JACK ROSE, Ltd., offer:—

1947 Riley 2½-litre sports 4-door saloon, almost new, unmarked inside and out, black with red hide upholstery, small mileage, open to any examination; £1,115.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7725

BOON & PORTER, Ltd., distributors.

1948 1½-litre Riley saloon, black with H.M.V. radio, reconditioned throughout; £1,195.

1946 1½-litre Riley saloon, black with brown leather upholstery; £995.

1948 2½-litre Riley saloon, offered on behalf of owner overseas, 6 pack; £1,195.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [8383

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Riley 1½-litre saloon, mileage 23,000; £1,000.—Tels. Radlett 6167 and 4849. [2516

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Riley 2½-litre saloon, 5,000 miles, H.M.V. radio; £1,650.

1947 Riley 1½-litre saloon, 35,000 miles; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6712

WELBECK MOTORS, Ltd., proudly present:—

1950 2½-litre Riley drop head coupe, the rarest and most desirable of all post-war Riley productions, 10,000 miles, but condition is identical to new, extras include heater, rimbellishers and special brake-linings; £2,000.

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 3991. [8037

ACE SERVICE STATION (LONDON), Ltd., offer:—

RILEY 1947 (December) 2½-litre saloon, black, brown leather, nominal mileage; £1,165.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8756

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8587

1949 Riley 1½-litre saloon, colour black, as new throughout; £1,300.

PARSONS & PARSONS (GARAGES) Ltd., Potter St., Harlow. Potter Street 121. [8441

RILEY

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1949 Riley 1½-litre saloon, bronze with red leather, radio, 10,000 miles; £1,395.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [8365

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

BEARSE, of Kingston, Riley specialists, sales, spares, repairs.—108, London Rd., Kingston. Kingston 5548

1950 Riley 2½-litre saloon, grey.—Frickers of Holland Park, Kensington, W.11. Park 5077. [9028

1950 Riley 1½-litre saloon, finished in green, small mileage, splendidly maintained; £1,475.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [7121

1947 (Nov.) Riley 2½-litre saloon, black, radio; £1,350.—The Lodge Valley Cottage, Churt, Surrey. [9049

1946 (Sept.) 1½-litre saloon, black, brown upholstery, excellent condition, one owner; £995.—Mitcham 3033. [8862

1938 model Riley 1½-litre Adelphi saloon, black with cream wheels, in positively immaculate condition throughout; £495.

GRAYS CARS (LONDON) Ltd., 277, Green Lane, N.13. Palmers Green 2565. [9711

1947 Riley 2½-litre saloon, exceptional condition throughout.—Bearsmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5794

GATEHOUSE offer 1937 Riley Lynx sports tourer, in excellent condition; £470.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [8421

1947 1½-litre Riley saloon, black with red leather, one owner, 25,000 miles, chauffeur-kept; £1,075.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8441

1949 2½-litre Riley saloon, black, H.M.V. radio, leather, immaculate condition; £1,425.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [8466

1950 Riley 16, bronze, saloon, as new, mileage 4,250, no offers; £1,850.—Tyrer, "Beechfield," Albany Avenue, Eccleston Park, Prescot, Lancs. Tel. Prescot 8498. [9115

RILEY Big 4 Adelphi, unique opportunity to purchase an outstanding motor car, fitted with new type 1951 engine, yet to be run-in, coachwork, etc., absolutely immaculate; £650.

PARADE MOTORS (MITCHAM), Ltd., 66/67, Monarch Parade, Mitcham. Tel. Mit. 3592. [7943

£300—1956 Riley 15.6 Falcon saloon, 2 owners, preselector gear box, good condition, good tyres, taxed.—104, Ossidge Lane, Southgate, N.14. Enterprise 5884, after 3 p.m. [8907

1951 series Riley 2½-litre saloon (registered November, 1950), finished satin bronze, red leather, speedo 12,000, immaculate; £1,675.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [8681

1951 Riley 2½, black with red hide, 2-3-seater, covenant free 1,12.51, privately owned, wonderful condition, maintained regardless, small mileage; £2,150.—Aspinall, Mill Lane, Appley Bridge, Nr. Wigan. [8542

1950 type Riley 2½-litre saloon, black with green leather, a real immaculate one-owner car, thoroughly recommended; offered with written guarantee; £1,775; terms, exchanges.—H. F. Edwards, 154 (Gt. Titchfield St., W.1). Langham 0012. [8536

SPRITE Lynx Riley 4-seater 12hp 1½-litre mid-1956, specimen condition, all bills for £250 overhaul, grey with red hide, new green silk mohair hood and matching tonneau, 5 almost new tyres, new battery, special engine with extra large inlet valves, high lift camshaft, special manifold, new oversize twin S.U.s, Scintilla Vertex, Elektron oil radiator, fitted instruments.—Speedsters, Ltd., the best conditioned sporting cars in the country, offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 629. [7675

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THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

RROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8549

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 5051. [6928

URGENTLY require 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shambleburst Lane, Botley, Southampton. Tel. Botley 132. [0080

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

£350 to £400 offered for best 1½-litre Riley Kestrel- or Sprite-engined saloon, preferably manual box.—45, Chelsea Rd., Sheffield, 11. [8534

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ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950, model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 6182

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THE above car subject to any trial or examination.

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1938 Rolls-Royce Phantom III enc. drive limousine de ville by Mulliner, black with black leather and fawn cloth; £1,750.

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DELIVERY of new and used cars quoted on application.

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PHANTOM III Hooper Saloon with boot and electric division, 38,000, two owners, August, 1937 excellent history, exceptional condition.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [6800

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JACK BARCLAY, Ltd.

HM BENTLEY & PARTNERS, Ltd. [0065

1938 Rolls-Royce 25/30 owner-driver 4-door saloon by Hooper, dark blue with blue hide interior, 78,000 miles only; £1,925.
9 Albemarle St., London, W.1. Tel. Grosvenor 5551 [7654

1934 Rolls-Royce 25/30 limousine.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9071

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Rolls-Royce Wraith owner-driver Freestone & Webb razor-edge saloon, genuine 39,000 miles, an immaculate example of this famous model; £3,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7870

MASCOT MOTORS Ltd. offer the following:—

1936 30hp H.J.M. sports saloon with division.

1936 25hp Barker special sedanca.

1935 40/50hp T and M open sports 4-seater.

1934 25hp T and M 6-light owner-driven saloon.

1934 25hp Hooper sports saloon.

1933 25hp Hooper sports saloon.

1933 25hp Barker owner-driven sedanca.

1932 25hp 4 light foursome coupe.

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COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rolls-Royce 25/30 semi-razor-edge owner-driver saloon with division, by James Young, black and green leather; £2,525.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62909-8-9. [5624

1936 Rolls Royce replica, black, green, 5-seater, owner driver saloon, £795.
PETER SANTOCK CAR SALES, 104, High St., Chiswick 2725/5870. [4537

£895—1933 Rolls-Royce Phantom II Windover sedanca saloon with division.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [6526

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1948 Rolls-Royce Silver Wraith, 4-door owner driver saloon by Park Ward, two-tone grey, blue hide, one owner, 22,000 miles only (guaranteed), whole car in perfect order; £5,250.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [6830

ROLLS-ROYCE 25/30 owner-driver saloon de ville, special body by Barker, condition unblemished; £1,750.
EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [5667

SWANMORE GARAGE, Rolls and Bentley specialists, 176-1180 Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6316

1937 Rolls-Royce Phantom III, owner-driver Hooper saloon, capacious luggage boot, exceptionally lovely specimen, £3,000.

1937 Rolls-Royce Phantom III, Freestone & Webb, 7-seater, interior in leather throughout, 40,000 miles, complete Rolls history, exceptionally lovely specimen, exchanges, terms. [6508

1938 Rolls 25-30 sports saloon, Hooper, sloping boot, no division, beautiful condition, 59,000 miles; £2,250.—Oxted 463. [6197

1935 Rolls-Royce 25hp limousine, £950; 1934 limousine, £650.—31, Belmont Court, Finchley Rd., N.W.11. Speedwell 6374. [6635

PHANTOM II limousine, one owner, superb chassis; £425.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 6696. [5624

ROLLS-ROYCE 25hp 1936 Mulliner limousine, total mileage 35,000 only, maintained by Rolls chauffeur; price £1,750.—Mrs. Body, Hindhead Court, Hindhead. [7199

1926 P.L. Barker limousine, one private owner, original condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6099

20 25hp Rolls Royce owner-driver saloon, immaculate condition, £875, terms and exchange.—Moreton Garages, 52b, Church St., Kensington, W.8. Western 5720. [8496

1937 Rolls-Royce 30hp H. J. Mulliner sedanca de ville, black, speedo reading 62,000 miles, £1,575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [8950

1932 Rolls Phantom II 4-light 4-door sports saloon by Hooper, 3rd gear synchromesh, recent rebore by Rolls; price £725.—Central Garage, Croydon. Tel. Cro. 7464. [4726

1932 Rolls-Royce Hooper 7-passenger limousine, face forward seats, synchromesh, two private owners, genuine 76,000 miles.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9135

1937 (Nov.) 25-30hp Rolls-Royce limousine by Thrupp & Maberly with division, face forward occasional seats, chauffeur driven and maintained, one owner, guaranteed mileage 20,000; £2,250.
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1935 Weymann sports saloon, body by Lancefield, 20,000 miles, immaculate condition throughout; £895, or exchange for smaller post-war car.—F. Dunsmore, Dundisert, Kells, Co. Antrim. [6254

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ROLLS-ROYCE Silver Wraith (February, 1949) 4-door Park Ward saloon, one owner driver only, fitted beige leather interior, 17,000, condition as new, available immediately.—Offers to O. Hunt, 75, Victoria St., S.W.1. (Abbey 2651.). [6622

1937 Rolls-Royce 30hp 7-seater limousine by Barker, very large occasional face-forward seats which meet in centre to form third passenger, condition virtually as new, splendid Rolls history; price £1,985.—Please telephone Ewhurst Wheck 3992. [8038

ROLLS-ROYCE 25/30 4-light owner-driven saloon by Harper, black with green upholstery, sun roof, 5 new tyres, beautiful condition throughout, first registered September 1937, 54,800 miles, £2,000.—Bennetts Garage, Shakespeare St., Nottingham. Tel. Nottingham 44074. [8959

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 13,500, condition throughout indistinguishable from new; £5,950.
W F. MAIDENS, Sleaford, Lincs. Tel. 135. [8876

ROLLS-ROYCE 25/30 5-seater saloon by H. J. Mulliner, black with black hide front and beige cloth to rear, division disappears when lowered, interior heater, demister, windscreen washers, first registered April 1936, 54,500 miles, immaculate condition, pleasing lines; £2,500.—Bennetts Garage, Shakespeare St., Nottingham. Tel. 44074. [8940

1936 20/25 Rolls-Royce, private owner offers an exceptionally fine black semi-razor edged sports saloon by H. J. Mulliner, this magnificent car is the property of a connoisseur who would have its maintenance, the coachwork is immaculate, the mechanical condition faultless, mileage 45,000, fitted with five nearly new tyres, radio, heater, kneeling mascot, electrically operated rear-blind, etc., one of the best 25hp chassis now in existence; £1,875.—Box 5626. [8699

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LIMOUSINE 1935 20/25 Park Ward, partition, widest occasionals, black, leather, swept tail.
LIMOUSINE 1936 20/25 H.J.M., swept tail, widest occasionals, partition, black, immaculate.
LIMOUSINE 1936 July delivery, 25/30, Thrupp, original owner, 64,000, black, swept tail, excellent history.
LIMOUSINE 1937 Park Ward 25/30, swept tail, partition, widest occasionals, discs, black, immaculate.
LIMOUSINE 1937, partition, 25/30, H.J.M., 44,000, one y. swept tail, desirable condition (Rolls history).
8000 miles only, April 1937, 25/30, Thrupp, swept tail Limousine, forward occasionals, original tyres, amazing condition, Rolls history.
LIMOUSINE Wraith, August 1939 delivery, Park Ward, leather throughout, 44,000, black, recent engine overhaul.
LIMOUSINE Wraith, January 1939, H. J. Mulliner, 35,000 miles only confirmed by Rolls history, black, semi-razor edge, forward occasionals, delightful condition. Seen:—
ALPE & SAUNDERS (100-Limousines) always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2581. [8401

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SOUR demand is urgent

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CMT HE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

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WANTED. Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.
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WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model or either of these cars for disposal, we shall be interested to receive details.
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WILL be pleased to purchase pre-war and post-war Rolls-Royces, expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. Showrooms. [0904

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WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

DIXON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9606

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BROADWAY MOTOR Co. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d.h. coupe bodywork; years 1930 to 1935.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

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PRIVATE enquirer is desirous of purchasing a pre-war Rolls 20/25 or 25/30 in good condition, preferably with basic coachwork and small coachlamps or similar, not limousine; particulars of this type of Rolls or Bentley together with a photograph would be appreciated; neither distance nor time any specific object so long as price within reasonable limitations.—Reply Simmons, 12, Rex Place, Mayfair, W.1. [7666

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CENTRAL GARAGE Croydon, specialists in servicing, complete overhauls mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

A. FOX & Co., Ltd., officially appointed retailers for Hillman and repairers, 5-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3056. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

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1939 Rover 10 de luxe saloon, excellent condition; £595; exchanges and terms.
PALMERS, 53, York St., Twickenham. Popesgrove 1890. [9046

£85—1932 Rover 10, good runner, unrepeatable offer.—Silver Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7024

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1956 ens.—Rover 10, 1934, de luxe 4-door saloon, black, sliding head, blue leather, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8975

£695—Absolute gift at this price, Rover 10 de luxe saloon, look at it, drive it, it is so immaculate that it has been mistaken for 1948 model, beautiful interior, mechanically excellent, this vehicle is sold as 100%, you must come and see it; also choice 6 other Rovers, all specimen motor cars; 3 months' guarantee; hire purchase, exchanges.
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1946 Rover 12hp saloon one lady owner, low mileage, absolutely immaculate; £975.
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PETER BANTOCK CAR SALES, 104, High St., Chiswick 2725/5870. [8065

1938 Rover 12 saloon, guaranteed; £455; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [8612

ROVER 12 saloon, 1936, mileage 40,000, excellent condition, £595.—Dawson, 1, Priory Gardens, Folkestone. Tel. 2595. [8493

1947 Rover 12hp 6-light saloon, grey, blue leather upholstery, moderate mileage; £995; hire purchase and exchanges arranged.
GOLLY'S GARAGE, Earls Court Rd., S.W.5. Frobisher 0063. [8506

£169—1934 Rover 12 saloon, excellent condition, special bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1107-8-9. [7428

1938 Rover 12 de luxe saloon, black with brown leather, privately owned, original condition throughout, very exceptional, taxed; £545.—348, King St., Hammersmith. Riverside 2837/8. [8558

1937 Rover 12 sportsman's saloon, finished in blue, mechanically perfect, first-class battery and tyres; £500; wants seeing.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2184. [6356

1940 Rover 12 saloon, similar to post-war models and in quite as good condition; mileage 1,000 since £150 overhaul, outstanding value; £695.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [7758

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ROVER 14

1939 Rover 14hp saloon, colour grey, excellent condition; £375, H.P. can be arranged.—Tel. Lad. 5061. [8204

1939 Rover 14 sportsman's saloon, black, brown leather upholstery, heater, entire car in immaculate condition throughout; £675.—MIDKIFF MOTORS, Ltd., Tel. 4, High Rd., South Woodford, E.18. Buckhurst 3766. [8591

1936 Rover 14, immaculate; £350.—Barnes, 315, Finchley Rd., Hampstead, N.W.3. Hampstead 2221 Mai. 1627. [8099

1947 Rover saloon, 14hp, Vanide loose covers, air conditioning, 20,000 miles, excellent condition; £1,295 or near.—Tel. Mornings Weybridge 3566. [8618

£235.—1935 Rover 14 sports saloon, an exceptional example of this popular type; bargain.—Bray Motors, 160-164 West End Lane, N.W.6. Hampstead 6440. [1947

1936 Rover 14 sportsman's saloon, completely overhauled and guaranteed, £350; payments.—Godfrey, 386, Kensington High St., W.14. Western 0621. [8613

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ROVER 14 saloon, 1947, outstanding appearance, mechanically perfect, excellent tyres, £10 tax; £1,075 or reasonable best offer.—Midland Motor Co., Traffic St., Derby. Tel. Mickleover 40124. Open 10 a.m.-8 p.m. [8668

295 gns.—Rover 14, 1936, 4-door sports saloon, black, sliding head, blue leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Howard Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8976

1946 Rover 14 de luxe saloon, black with brown leather, one meticulous owner since new, all new tyres, battery, etc., 30,000 genuine miles, impeccable condition, owner acquired new car; £365 or near offer.—95, Bradstock Rd., Stoneleigh, Ewell 2530. [8694

1938 Rover saloon, 14hp, beautifully finished in black with brown hide interior and brown Wilton carpets to match, beautiful chrome work, engine, gear box, transmission, brakes, steering, all in very sound condition, this car is definitely like new and perfect to ride in; £495.

A 1950 Rover 14 saloon as above and in equally excellent order but fitted with the sportsman's saloon bodywork, £495; terms and exchanges.—MILSTONE ENGINEERING, Cross St., Pendleton, Salford 6. Tel. Pendleton 3457. [8929

ROVER 16

OVERSEAS CARS, Ltd.

1946 Rover 16 saloon, green with green leather, £10 tax, excellent condition throughout; £1,050.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [7442

GIRSTEAD MOTORS, Ltd.—see our advert. under "Sports Cars."

1937 Rover 16, good condition, new engine, best offer.—Tel. Uplands 3097. [8200

1938 Rover 16 saloon, two owners only since new, excellent conditions; £565; terms, exchanges.—WITHAMS MOTORS, Ltd., 16, Balham Hill, S.W.12. Battersea 5285/3769. [8692

1939 Rover 16 saloon, one owner, this car has only done 44,000 miles and has been resprayed and the engine reconditioned; £685.

CALVIN FAIRFAX, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [8734

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,495.—Grose, Ltd., Northampton. Tel. Northampton 4540.

1947 Rover 16 grey sports, first taxed 1949, recent overhaul by masers, first class appearance and performance; any offers over £1,200.—Box 5539.

1939 Rover 16hp saloon de luxe, exceptional condition throughout; £650; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 419. (Tube.) [5367

1939 Rover 16 sports saloon, black, immaculate vehicle; £695, exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [7407

1939 Rover 16 sports saloon in original condition, a beautiful car, finished black with maroon leather, all chromium finish as new, very carefully maintained; excellent value at £725.—Pantiles Service Garage, London Rd., Guildford 5326. [7336

ROVER 60 & 75

CAR MART, Ltd.

1950 Rover 75 P4 saloon, radio, heater, 6,000 miles; £2,175.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [8716

TICKFORD, Ltd. offer:—

1948 Rover 75 sal. black/red, 9,000 miles, heater, radio ex cond.

1948 Rover 75 sal. 20,000 miles, black/red, H.M.V. radio, heater, one owner, ex cond.

1948 (June) Rover 60 sal, black/green, H.M.V. radio, ex cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. [8317

TOM GARNER, Ltd., offer:—

1949 Rover 75 P3 6-light saloon, green with green leather, 7,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8302

SELBORNE (MAYFAIR), Ltd.

1999 gns!—3,000 miles, black P4 saloon.

82, Park St., W.1. [8459

PHILIP RICKARDS, Ltd., offer:—

1950 Rover P4, black/green, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [8901

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P.4 saloon, dark green, green leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [5780

ROVER 60 & 75

MANN EGERTON & Co., Ltd. offer:—

1949 Rover 75 saloon, grey, red leather upholstery, equipped with radio and heater, 10,000 miles; price £1,695.

14 Berkeley St., London, W.1. Regent 2073. [8825

H. A. SAUNDERS, Ltd., Radlett, Herts.

1948 Rover 60, mileage 10,000; £1,300.—Tel. Radlett 6167 and 3649. [2517

GORDON CARS (LONDON), Ltd.—1949 Rover 75 saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 5011. [8529

ROVER P4/75 black saloon, 2,000 miles, only just out of covenant; taxed; £2,500.—Box 5504. [8602

MINTABS numbered miles, 1950 (Oct.) Rover P4 saloon.—Ernest Sutton, Tel. Rugate 4 (trade only). [8011

P4 saloon, Oct., 1950, guaranteed 1,585 miles.—Jones, Tel. Kingswinford (Staffs) 2360 Week-end or evenings. [7592

CAMDEN MOTORS.—Rover 75 saloon, 1949, black, red leather, fitted heater, seat covers, etc., nominal mileage; £1,595.

CAMDEN MOTORS.—Rover 75 saloon, latest P4 production model, very immaculate condition, practically unused; £2,045.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the country. Fares refunded to purchasers from any part of the United Kingdom. Showrooms open from 9 a.m. to 8 p.m. Monday to Saturday. [8751

1948 Rover 75 6-light saloon; £1,550.—Smith & Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9102

1948 Rover 75 sports saloon, black, green leather.

1948 H.M.V. radio; £1,400.—Geen, Wilmer's Garage, 35, Edgware Rd., any time. [8188

1951 P4 saloon, 5,000 miles, perfect condition throughout; £2,075.—Sidney Marcus Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8456

ROVER 75, 1946, black saloon, maroon leather, radio, heater, immaculate condition, 2 additional remold tyres, contract maintenance; £1,575.—Box 5538. [8187

1950 Rover 75 P4 saloon, pastel blue, blue leather, Regency loose covers, heater, 5,000 miles only, spare unused, one owner; another finished black/red.

RIPOO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2452/3/4. [8508

ROVER 75, Dec. '48, 6-light saloon, maroon, maroon leather, genuine mileage 16,000, serviced by Rovers since new, showroom condition, just overhauled; £1,450, no offers.—Box 5596. [8543

1948 (December) Rover 75 model P3, one careful owner since new, unblemished coachwork finished in green with green leather interior, faultless mechanical condition, free demonstration sliding anywhere.—Cox's Motors, Ltd., Conduit St., Leicester. Tel. 60319. [9136

LAND-ROVER

HARVEY HUDSON, Ltd. (The Land-Rover specialists) offer:—

1950 (Nov.) Land-Rover, 7,000 miles, optional drive to front wheels, outstanding condition.

1950 (Feb.) Land-Rover, 8,000 miles, well maintained.

1949 (Sept.) Land-Rover, 9,000 miles, carefully used.

1949 (Sept.) Land-Rover, 16,000 miles, good condition.

A WIDE selection to meet all requirements always in stock.

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wanstead 0056. [6914

1950 (August) Land-Rover, one owner, used road work only, 8,600 miles.—Odeon Motors, Ltd., Barnet 4100. [7594

EVANS (WIMBLEDON), Ltd. Rover Main Dealers, offer a selection of high-grade used Land-Rovers.—Alexandra Rd., Wimbledon 0163/4. [7221

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' pacific guarantee, prices from £595.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [8628

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [6868

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21324).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0089

BEARTS, of Kingston Rover specialists, sales, spares repairs.—102, London Rd., Kingston Kingston 5546.

1938 Rover sportsman's saloon in very nice condition, £460.—Heal, Timsbury, nr. Bath. Tel. Timsbury 333. [8179

ROVER MISCELLANEOUS

WEMBLEY COURT MOTORS offer:—

1950 Rover 75 saloon, grey, in good condition throughout, any trial, outstanding bargain, £1,050.

1939 Rover 12 sports saloon, just reconditioned, interior reconditioned throughout, mechanically perfect, any trial; £395.

1938 Rover 14hp saloon, black, fitted radio, in excellent condition throughout, £575.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9045

R. P. POWELL MOTORS, Ltd., for Rover Cars.—The East London main agents. 321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [7701

CAMDEN MOTORS.—Rover 10hp 4-door saloon de luxe 1934, a most attractive model of this series and year, coachwork in beige with no trace of corrosion anywhere on the body, blue leather interior, neat and tidy, excellent little engine giving the kind of performance usually associated with a good pre-war Rover 10, special offer at £395.

CAMDEN MOTORS.—Rover 10hp saloon, 1940 model, another exceptional bargain, identical to the 1947 series, original dark blue finish, extensive and recent mechanical overhaul, new tyres fitted last month, £645.

CAMDEN MOTORS.—Rover 10hp saloon 1946 (October), black with red leather, carefully and sparingly used by one owner, recorded mileage 18,150 only, very outstanding condition, £945.

CAMDEN MOTORS.—Rover 10hp saloon 1946, slightly earlier registration and a little higher mileage than above, thoroughly sound all-round condition fitted heater and loose seat covers, £895.

CAMDEN MOTORS.—Rover 12hp saloon 1938 model, recent £80 overhaul to steering brakes and suspension very special mechanical condition new set of tyres last week, £525.

CAMDEN MOTORS.—Rover 12hp sports saloon 1939, special 4-light model, very attractive lines, typical Rover sports performance, colour suede green, £595.

CAMDEN MOTORS.—Rover 12hp saloon, late 1947 model, grey blue interior, nylon loose seat covers, heater, radio, direction indicators, etc., 500 miles only since complete check over at manufacturers, an immaculate specimen £1,395.

CAMDEN MOTORS.—Rover 14hp sports saloon 1935 with external rear boot and instruments similar to 1939 model, condition very much above average for its year, typical Rover sports performance, disc, dual horns, etc., £245.

CAMDEN MOTORS.—Rover 14hp saloon, somewhat earlier registration to the above, very good appearance, excellent runner, £195.

CAMDEN MOTORS.—Rover 14hp sports saloon 1938 model late registration, beautiful lines, smart grey finish with leather to match, fitted discs, a very fast car, handles delightfully, £595.

CAMDEN MOTORS.—Rover 14hp saloon 1940, one change of owner only since new looks exactly like post-war model, original Rover green finish excellent all-round condition, £695.

CAMDEN MOTORS.—Rover 14hp saloon 1947, fitted radio loose seat covers, etc., etc., nominal low mileage and in beautiful condition, £995.

CAMDEN MOTORS.—Rover 16hp sports saloon 1938, fitted Motorola radio discs, passlights, etc., late property of retired service chief, carefully stored whole of war period, very moderate mileage, £525.

CAMDEN MOTORS.—Rover 16hp sports saloon 1947, genuine one owner car since new, immaculate Rover grey with grey interior, recorded mileage 16,150 original Avon tyres just come up brand new set, £1,095.

CAMDEN MOTORS.—Rover 75—see our separate advert under Rover 75.

CAMDEN MOTORS.—Rover 20 sports saloon 1939, Rover green with leather interior to match, many special features and instruments not found on smaller horse-power models exceptionally fast, disc, heater, etc., £695.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [8758

Rover Cars Wanted

CAR MART, Ltd., wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 5454. [0971

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Rd. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0050

ROWLAND SMITH'S, the Rover buyers.—Hampstead 4, High St., Hampstead (Tube). Ham. 6041.

WOOD'S & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford Tel. 62307. [7242

A 8 new, post-war Rover required.—Fortune, 45 Cambridge Rd., E.11. Tulse Hill 1288 (day). [7843

A LANDAU new Rover required, cash payment.—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4446. [7053

CASH immediately for good Rover.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 3012. [8545

JACK OLDING, Ltd., 3-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1265. [0464

BLAKES, Rover agents, will purchase any post-covenant Rover car.—110, Gold St., Liverpool 1. Tel. Royal 4622. [7776

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Cars Wanted

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0600

ALBERT FARNELL, Ltd. would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8. [0215

MOTORISTS (LONDON) Ltd. are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. F. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—301, Romford Rd., Forest Gate, E.7.—Maryland 4619-9. [0408

DAVID ROSENFIELD Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556

SIMCA

MAYFAIR GARAGES, Ltd.—1947 Simca Huit (Fiat 1100 508c 12hp) de luxe 4-door pillarless saloon, green with soft hide upholstery, Masterradio, Bluemel wheel, twin spot lamps, de-mister, one owner since new, under 20,000 miles, almost new condition throughout, three months guarantee; £625.

MAYFAIR GARAGES, Ltd., Balderton St. (opp Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [8442

SINGER

MONTROE MOTORS, offer:—

1940 Singer 10 drop head coupe; £395.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7952

1950 Singer S.M.1500, 9,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [6393

S. G. SMITH MOTORS, Ltd., offer:—

1950 Singer 1500 saloon, 6,000 miles only, colour blue, fitted radio and heater, indistinguishable from new; £1,095.

S. G. SMITH MOTORS, 285-7, Rye Lane, Peckham. Tel. New Cross 0460. [9055

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [6252

1948 Singer Super 10, carefully maintained; £585.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [7860

S.M.1500, Nov. 1950, 8,000 mls.; £1,025 or n.o.—Box 5592. [8361

BLACK Singer 9 coupe, 1937; £270; fine condition.—St. Helena Rd., Colchester. [6326

1950 S.M. 1500 saloon, finished in fawn with beige upholstery, 10,000 miles; £1,145.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24697.

1939 Singer 9 4-seater tourer, excellent condition throughout; £525; exchanges and terms.

PALMERE 53 York St., Twickenham. Popesgrove 1890. [9045

1948 Singer 10 saloon, black, one owner; £650.—Grove Motors, North Rd., Southall 3477.

SINGER 1½-litre 1934 sports saloon, good condition; £125.—New Cross 2870 9-6. 14, St. Mary's Rd., Peckham, S.E.15. [9126

1950 (October) SM1500 saloon, black, genuine mileage 1,571, Rimbellishers fitted, condition throughout as new; £1,098.

E. LAWRENCE (MOTORS), Ltd., New St., Aylesbury. Tel. 568. [8554

1947 (October) Singer 9 Roadster, black, recently overhauled and done up, excellent condition; £550; available mid-December.—Box 5594. [8535

1946 Singer 10 saloons, two cars; £630 and £585.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [9095

1947 Singer 10 saloon, black, brown leather; £625.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

16 years in one owner's hands.—1955-6 Singer 10 4-door saloon, several years' disuse, in original condition; £195.—A.Z. Motors, Palmerston Rd., N.8. Mat. 4725. [8644

1950 Singer 1500, blue with leather upholstery, as new, 10,000 miles.—Twelvetrees Cottage, Dover Rd., Branksome Park, Bournemouth. Tel. Westbourne 61345. [8866

595 gns.—Singer Super 10 (Sept., 1947) de luxe 4-door saloon, black, sliding head, maroon leather, one careful owner, excellent condition; taxed, terms, exchanges.—Rowland Smith, below.

895 gns.—Singer 1500 (October, 1949) 4-door saloon, fawn fabric leather, one careful owner, 15,000 miles, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8978

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4980. Deansgate, Manchester. Deansgate 4507. [0399

1949 (July) S.M.1500 saloon, beige with beige leather, one private owner, 11,000 guaranteed, wireless, spare, unused; £975.—Fred Tompkins Motors Ltd., Ethel St., Northampton. Tel. 2169. [8352

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [7966

Singer Spares and Service

THE North's premier Singer spares stockists. Coulthurst & Grimshaw Ltd., Whalley New Rd., Blackburn. Lancs. Tel. 48091/2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

Singer Spares and Service

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

SIMMONS OF CROYDON.

SUNBEAM 2-seater 3-litre twin cam sports tourer, cut and shut chassis, good all-round weather equipment, well shod and in superb mechanical fettle; £350.

HISPANO-SUIZA (1956) 37.2 sedanca de ville by Saoutchik of Paris, completely mechanically rebuilt throughout, regardless of any monetary considerations this is reputedly the ex-Madame Lupescu Hispano and is one of the most magnificent carriages ever conceived by a master craftsman.

B.M.W. type 319 drop head coupe, extremely nice all-round condition.

INVICTA Black Prince, this is one of the original 3-litre twin cam models produced post-war by the late Invicta Co., the hydric klinetic (sic very!) drive is in process of being scrapped by us and a normal rear box fitted, the saloon coachwork is absolutely classic and contains every conceivable extra, when completed we will publish more dtails of this unique classic sports carriage.

BENTLEY 4½-litre, rebuilt and re-registered 1939, at same time fitted new open 4-seater body, exceptionally nice looking Bentley, in really fine mechanical condition; £425.

PHOTOGRAPHS and details of the above cars will be forwarded upon request.

SIMMONS OF CROYDON, Head Office, 101A Tamworth Rd., West Croydon.

TEL. Croydon 1537. [7965

BLAKES

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110 Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [8455

MERCURY offer:—

£475—1939 T.B. M.G. 2-seater, in exceptional condition, engine just overhauled by famous M.G. expert, all new all-weather equipment; a perfect car.

£425—1939 T.A. M.G. 2-seater, finished in cream and red, spotless condition.

£355—1937 T.A. M.G. 2-seater, cream, new hood, excellent runner.

£295—1936 P.B. M.G. 2-seater, respraped B.R.G., rehooded, very fast.

£295—1935 10hp Lagonda Rapier open 4-seater, very fast car, in very good condition.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow, Byron 2057. [8659

B & G. MOTORS offer:—

£185—Riley 9 Gamecock sports 2-seater, taxed, black, special series twin carburettor engine, smart, fast, economical, reliable and pretty car.

£150—Wolseley Hornet 12hp EW Special open 2-4-seater, really smart opalescent red, mechanically exceptional and very fast indeed, seats are a bit "scruffy" though.

£140—Frazer-Nash 1¼-litre 2/3-seater, black, a smart car which really has an atomic performance, a competitive car will convince.

£130—Wolseley Hornet 12hp sports foursome drop head coupe, taxed, good battery goes extremely well, she wife can't "moan" either as it is lovely and warm with the lid up.

TERMS: many others.—B & G. Motors, Early Mews, 2, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [9084

CHIPSTEAD MOTORS, Ltd.,

OFFER the following in immaculate condition:—

BUGATTI 45H s.c. 2.5 roadster 2-seater.

B.M.W. 328 late 1938 (with Type 55 engine) 2-seater.

CITROEN 12 1939 model saloon.

CITROEN 15 special 1948 saloon.

FIAT 500 1939 model coupe, reconditioned.

HOTCHKISS 1936-8-9, 2 saloons, one coupe.

LAGONDA 4½ late type 1936 sports 4-seater, reconditioned.

ROVER 16 1946, reconditioned, push-button radio, heater, immaculate.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London S.W.3. Flaxman 0052/7253/7154. [7416

ROWLAND SMITH'S for sports cars.

495 gns.—Aston Martin 1934 (registered 1937), 1½ litre short chassis Le Mans 2/4-seater, red, red leather, Arnott supercharger, outside exhaust large rear tank, cycle-type wings, standard and racing screens, good tyres, carefully used, exceptional condition.

TERMS, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8977

£245—1935 S.S.90 sports 2-seater; unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2916

£125—Morris Minor 1954 open 2-seater, in very good condition; 5 month's written guarantee.—C.N.K. Motors, 553, Finchley Rd., N.W.3. Hampstead 5712. [8984

SPORTS CARS

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seater for above average condition; please telephone for details of current stock, including:—

LVIS 1933 2-4-seater, 1934 tourer.

ALFA-ROMEO 1929 1500cc twin cam, blown 2-seater.

BENTLEY 1929 Red Label tourer.

BENTLEY 1929 4½-litre saloon, one owner.

DE SOTO 1929 2-4-seater Roadster, one owner.

LAGONDA 1932 16-80 saloon, crash box.

S.S.II 1935 saloon, one owner.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [9137

PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 6941.

ONLY three minutes from Northfields Tube Station, Piccadilly or District lines.

THE Biggest and Best selection of sports and touring cars in the country.

ALL cars over £150 are offered with our 3 months' written guarantee.

A.A.C. Repairers, A.A. Garage; Member M.A.A. Specialised Repairs, Modern Service Station.

LVIS Speed 25 tourer, 1940, £625; Alvis 14hp Firebird 4/5 foursome, 1936, £395.

ASTON MARTIN 1½-litre International tourer, 1931, £275; Alfa-Romeo 17-50 saloon, 1931, £275.

BENTLEY 4½-litre V.D.P. tourer (1951 reg.) £10 tax, £595; Bentley 3-litre tourer, £295.

FORD Prefect saloon, 1947, £595; Ford V.8 model 81A drop head, 1939, £475.

FORD V.8 model O.1.A. saloon, 1940, £375; Ford V.8 model 78 saloon, 1937, £275.

FORD V.8 model 68 saloon, 1935, £125; Ford V.8 model 68 4/5 foursome, 1936, £215.

FRAZER NASH-B.M.W. type 327/80 drop head foursome, checked throughout, exceptional, 1938; £950.

FIAT 500 cabriolet, 1937, £250; Lagonda 3-litre tourer, £250 recently spent, 1932; £265.

HILLMAN Minx drop head foursome, radio, Scintilla Vertex, Stromberg carb, exceptional, 1939; £425.

M.G. T.C. 2-seater, 1948, £695; M.G. T.C. 2-seater, 1951 (reg.), £495.

M.G. V.A. 1½-litre tourer, checked throughout, spotless, choice of two; £450 and £595.

M.G. 2-litre saloon, 1938, £500; M.G. 2-litre tourer, spotless, 1936, £425.

M.G. 2-litre d/h foursome, 1936, £395; M.G. T.A. 10hp, choice of two, 1937, £395 and £365.

M.G. T.B. 9hp 2-seater, 1936, £295; M.G. P.A. 8hp 4-seater, 1934, £345.

M.G. N.A. 12hp Magnette tourer, 1937, £325; M.G. N.A. 12hp Magnette 2-seater, 1934, £295.

M.G. J.2 8hp 2-seater, 1934, £245; M.G. J.2 8hp 2-seater, 1933, £175.

MORRIS 8 4-seater tourer, 1938, £250; Austin 10 drop head foursome, 1935, £245.

RALLTON Straight 8 d/h foursome, spotless, 1936 £350; Packard 50hp d/h foursome, 1936, £585.

SINGER 9 sports tourer, 1935, £225; Singer 9 coupe 1933, £165.

STANDARD 8hp d/h foursome, 1939, £295; Studebaker 26hp d/h foursome, 1937, £225.

TALBOT 75 16hp saloon, manual box, 1937 £245; Willys 16hp coupe, 1939, £250.

POTTER, RICHARDS & CARR offer choice of Rolls-Royce, Allard, Hover, H.R.G., Alvis, British Salmson, Citroen Bugatti, Alfa-Romeo, Humber, Mercedes, Lancia, Frazer Nash-B.M.W.

ATTRACTIVE prices; part exchanges, h.p. terms.

FOR details Tel. Kensington 6955 or letters only to Richards 62, Princes Gate Mews, S.W.7. [6961

VINTAGE AUTOS of Knightsbridge, specialists in vintage Continental sports and racing cars; always a good selection at competitive prices.—191-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 4867. [8954

1949 Connaught 1,766cc, 6,000 miles, last raced T.T. Race (Dundrod), good history, owner acquiring new car for next season (British racing green); price £1,250; H.P. can be arranged.—Tel. Laburnum 5060. [8206

ROSE & YOUNG, Ltd., offer; Veritas Meteor post-war R.A. 2-litre B.M.W., 150mph 2-seater, import duty and purchase tax have been paid on this vehicle exceptional condition; £1,475.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5614

ANTHONY CROOK offer 1950 Le Mans replica Frazer Nash 2-seater, low mileage car; hardly raced; 1947 Healey 2-seater sports, £895, also the famous "Appleton" special 1,100cc single-seater, holder of numerous records pre-war; bargain £750.—Anthony Crook, Ltd., Caterham Hill, Surrey. Tel. 2232-3. [8846

£435—1948 sports 4 B.M. (basically Ford V.8), attractive streamlined 2-seater, coachwork finished in B.R. green with detachable wings and outside exhausts, hood, sidescreens, photo, supplied at list around £1,000, exchange saloon or sports, cash either way; trade invited.—Ruhl, 65, Victoria Rd., Worthing (Central Station). 463X. Hire purchase if required.

RICHARDS & BROWN offer M.G. Midget, exceptional mechanical condition, fast, £115; M.G. 12hp special 4-seater new aerodynamic body £295; M.G. R.D. 12hp saloon excellent coachwork £225; M.G. N.A. Magnette 2/4-seater, Scintilla, 16th rears, £265. Austin Ford ex Claude Yates 4193, 1950 (May) Lea-Francis, 2½-litre 2/4-seater sports, one owner, black with red leather, tuned engine; £1,495.—Ringers Rd (off High St.) Bromley, Kent. Rav 6479. [9080

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ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

PERFORMANCE CARS, of the Windmill Garage, Great West Rd. Brentford. Middlesex. (Tel. Ealing 6441.) [2270

POST-WAR Continental convertible or drop head, reasonably low mileage, Alfa, Ferrari, Delahaye, Delage or what have you.—Gill, 21, Cranley Gardens, South Kensington. [7661

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7482

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0795

S.S. Cars Wanted

S.S.100 wanted.

PREFERENCE 2½-litre with certificate of fitness as vehicle cannot be inspected in U.K., body condition important; price about £300.—Apply in first instance (airmail) to Dundas, Chenderoh, Kuala-Kangsar, Malaya. [9385

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1948 Standard 8 de luxe tourer, colour grey, leather upholstery to match, a genuine bargain, 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [9307

WEMBLEY COURT MOTORS offer:—

1946 Standard 8 drop head coupe, black, in excellent condition, £425.

1939 Standard 8 saloon, black, mechanically recond., paintwork very good, any trial, £375.—Wembley Court Motors, High Rd., Wembley, Arn'd 5221-2. [7728

1947 Standard 8 saloon, immaculate condition; choice of two from £475.—Below.

1948 Standard 8 tourer, black, as new; £550.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8424

1946 drop head coupe, good condition, many extras; £450.—Hunt, 33, Lower Park Rd., Hastings. [8665

STANDARD Ship 1946 tourer, reconditioned engine, nice condition; £415.—S. & S. Motors, Bayswater 1044. [7165

£398.—Standard 8 1940 4-dr sln, exceptional car mechanically, leather interior, excellent tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8224

1939 Standard 8 saloon, excellent mechanically, respayed; £295.—Kings Motors, High St., Hounslow. Tel. 3532. [8642

1939 Standard 8 sun saloon, grey, blue upholstery; £350.—Wards of Putney, 72, West St., S.W.15. Vandyke 1535. [4230

1948 Standard 8 tourer, 3 months' guarantee, £485.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [8273

1939 Standard 8 saloon, black, excellent condition throughout; £375.—M. B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [8440

1939 Standard 8 saloon, very sound; £360.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [9099

1946 (July) Standard 8hp saloon, grey, blue upholstery, 12,700 miles, showroom condition; £545; hire purchase and exchanges arranged.

COLLY'S GARAGE, Earls Court Rd., S.W.5. Frobisher 0063. [8304

1947 Standard 8 saloon, an exceptional motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5552

CATEHOUSE offer 1947 Standard 8 drop head coupe, black, excellent condition; £475.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444 [8318

1946 Standard 8 d.h. foursome coupe, 22,000 miles, one owner since new, £435; also 1940 and 1939 saloons, £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 5733. [7022

1947 Standard 8 drop head coupe, exceptional condition, respayed and reconditioned engine fitted heater; £495.—Carte & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [7759

1948 (June) Standard 8hp drop head coupe, grey, with blue leather, low mileage, almost as new; £495.—Osborne Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7714

TANKARD & SMITH, Ltd., offer 1946 (Dec.) Standard 8 saloon, an exceptionally sound car mechanically and only one owner, written guarantee; £495.—226-232, High Rd., N.15. Stamford Hill 5291.

325gns.—Standard 8, 1939 model, de luxe saloon, grey, sliding head, blue leather, very good condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8979

TANKARD & SMITH Ltd., offer 1938 Standard 8 tourer in black with brown leather, one owner since new, fitted reconditioned engine, very clean little car in sound condition; £295; 3 months' written guarantee; also 200 guaranteed used cars of all makes —Below.

TANKARD & SMITH, Ltd., offer 1939 Standard 8 saloon in grey with blue leather, first class mechanical condition, coachwork and interior above average; £345; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [8292

STANDARD 9

1937 Standard Flying 9, grey, sunshine roof, runs well, new clutch, steering overhauled, bills shown; £255.—Payne, 8, Ingham Rd., N.W.6. [8189

STANDARD 12

MONTROE MOTORS offer:—

1937 Standard Flying 12 saloon, good condition; £295.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7953

STANDARD 12

GLANFIELD LAWRENCE offer:—

1946 (Oct.) Standard 12 saloon, black/beige, genuine 7,000 miles only, unmarked and virtually as new throughout; £775.—407, High Rd., N.12. Finchley 0091. [9015

£275.—1936 Standard Flying 12 de luxe saloon, unrepeatable offer, absolute bargain.

£425.—1939 Standard Super 12 de luxe saloon, excellent condition, similar to post-war model.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [6110

1935 Standard 12 saloon, nice order; £165, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5268 and 5774. [5740

1947 Standard 12 saloon, reconditioned engine just fitted in our works back, leather upholstery, £795.

PERKEAKIE OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2234. [9426

1938 Standard Flying 12 de luxe saloon, excellent guaranteed; £295, payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro. 1319. [9104

1947 Standard 12, nominal mileage, colour black, £650.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8387

1946 Standard 12 saloon, black, in very good condition throughout; accept £510 for quick sale.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9040

1938 Standard Flying 12 saloon, recellulosed grey, back mudguards, reconditioned engine 2,000 miles, new battery, bodywork, upholstery, tyres good, mechanically perfect; £335.—Graham, 52, Mill St., Mon. [8894

£235.—1935 Standard Avon special sports saloon coupe, cream, red hide interior very clean condition good tyres excellent runner; barts.n.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gladstone 2422. [8652

STANDARD 14

B. J. HUNTER, Ltd., offer:—

1948 Standard 14 saloon, definitely unmarked specimen car; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5700

1948 Standard 14 saloon, one owner, condition as new; £535; terms, exchanges.

WILLIAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3200, 3469. [8093

1948 Standard 14 saloon, black; £775.—C. A. Pete Ltd., 42, North Audley St., W.1. May. 3051. [7722

£395.—Standard 14 1939 4-dr sln, exceptionally good mechanically, faultless road performance, leather interior, alds, roof; many others.

BENMOTORS, 1, Clarendon rd., Holland park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8222

1947 Standard 14hp saloon, black, fawn upholstery one owner; £735.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [7251

1948 Standard 14, black, red leather, radio, as new; £545.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8123

1946 Standard 14 saloon de luxe, one owner since first registered in October, 1946, taxed; £595.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5406. [9065

1947 Standard 14 saloon, black, fawn leather, H.M.V. radio, only 16,500 miles, reconditioned engine, regularly serviced; £675.—Tel. Holborn 2292 (office hours), Henham 305 evenings. [8853

ROSE & YOUNG, Ltd., offer: 1948 Standard 14hp saloon exceptionally clean car, one owner, black, £695.—65,69, Streatham Hill, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9650

STANDARD VANGUARD

DICKS.

1949 Vanguard saloon, fitted radio and heater; £975.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1743

CAR MART, Ltd.

1950 Standard Vanguard saloon, radio, heater, 4,000 miles; £1,275.

1950 Standard Vanguard saloon, radio, heater, left-hand drive, 6,000 miles; £1,095.

CAR MART Ltd., 520, Euston Rd., N.W.1. Euston 1212. [8717

B. J. HUNTER, Ltd., offer:—

1949 (Nov.) Vanguard saloon, fitted radio, heater, etc.; £925.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8676

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, black with red leather upholstery, heater, 117 miles; £1,425.

1950 Standard Vanguard saloon, maroon with beige leather interior, heater, 10,000 miles; £1,095.

836/842, High Rd., N.12. Hillside 0024. [8379

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9468

MANN EGERTON & Co., Ltd., offer:—

1950 Vanguard saloon, black, red leather upholstery heater, 6,000 miles; price £1,175.

14, Berkeley St., London, W.1. Regent 2075. [8526

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, brown.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 4611. [8525

1949 Standard Vanguard saloon, excellent condition, 16,000 miles; terms, exchanges; £975.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9069

STANDARD VANGUARD

1949 Vanguard saloon, black, red upholstery, H.M.V. radio, heater; £925; exchanges and terms.

PALMERS, 53, York St., Twickenham. Popesgrove 1640. [9047

1949 (October) Standard Vanguard, black, H.M.V. radio, heater, snow covers, as new; £925.—Tottenham 2521. [6412

1950 Vanguard, 12,000 miles, leather, silver grey; bargain, £975.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [7019

1950 Standard Vanguard saloon, green, 14,000 miles, several extras; £1,050; hire purchase and exchanges arranged.

COLLY'S GARAGE, Earls Court Rd., S.W.5. Frobisher 0063. [8307

200 & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8812

STANDARD Vanguard, 1950 (July), black/red leather, H.M.V. radio, heater, one owner, 9,000 miles only; £1,095.—J. Davy, Western 9641. [8670

1950 Standard Vanguard saloon, mileage 5,000, black, red leather, heater.—H. C. Paul Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [6529

1950 Vanguard saloon, excellent condition throughout; £985.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [9456

VANGUARD (Nov., 1950), maroon, beige leather, radio, 5,600 miles, as new, offers over £1,150.—Neill, 75, Twyford Abbey Rd., N.W.10. Elgar 5163. [8568

£790.—1949 Standard Vanguard saloon, colour black, brown leather, heater, in excellent condition.—Mearman, 18, Wilbury Grove, Hove. Tel. 36526. [9056

£885.—1949 (August) Standard Vanguard saloon, champagne with red interior, nominal mileage and in outstanding mechanical order, seat covers, heater, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, nearly 400 cars ready for inspection and purchase; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. from M.nday to Saturday. [9171

1950 (June) Vanguard saloon, radio, heater, hide upholstery, moderate mileage, excellent, £1,095.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2359. [5463

1949 Vanguard, maroon, red interior, seat covers, radio, spotlight, first class condition, 19,000 miles; £945.—F. Wrighton & Sons, Ltd., Billet Rd., Walthamstow, E.17. [8212

1950 model Standard Vanguard, black, 4-door saloon, navy blue, hide upholstery, H.M.V. radio, heater, one owner, 14,000 miles, beautifully kept, excellent condition; £985.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. [8789

1949 Vanguard saloon, green, red upholstery, cover, H.M.V. radio, heater, very good condition, serviced by Standard agent, 22,000 miles; £950; private sale.—Ewell 4150. [6651

1949 (August) Vanguard saloon, fitted H.M.V. push-button radio, splendid condition throughout, £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9041

1949 Standard Vanguard, heater, H.M.V. push-button radio, one owner exceptional condition; £875, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7622

1951 Vanguard saloon, no covenant, mileage 2,000 only, H.M.V. radio, heater, 3 mirrors, taxed, comet blue, maroon leather; first £1,190.—Sinum, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [8690

1949 Standard Vanguard saloon, metallic bronze with tan leather upholstery, fitted with interior heater, genuine 16,000 miles since new, superbly maintained car in almost new condition, one owner, £985.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 6581. [9011

ROSE & YOUNG, Ltd., offer 1950 Standard Vanguard, very low mileage, fitted radio and heater, leather upholstery, spare unused, maroon; £1,085.—65-69, Streatham Hill, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8548

895gns.—Standard Vanguard (February, 1949) saloon, chamoisette H.M.V. radio, heater, one owner, small mileage, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8980

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SALES service, spares

STANDARD and Triumph distributors for Croydon, Purley Caterham, Epsom, Mitcham and Beckenham areas.

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£325.—1938 Standard 10 4-door de luxe saloon, grey blue hide, excellent runner below

£225.—1937 Standard Flying 9 2-door de luxe saloon unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [8457

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TANKARD & SMITH, Ltd., offer the choice of over 200 Standard 8s 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, Kings Rd., S.W.3. Tel. Flax. 4801-3

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CASH immediately for good Standard.—H. F. Edwards, 93, Upper High St., Epsom 9466. [9549

A 6 new post-war Standard required.—33, Broadwalk Court, W.8. Tulse Hill 1286 (day). [0781

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [0161

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Cars Wanted

URGENTLY required, good Standard Vanguard estate car.—H. F. Edwards, 26, Upper High St., [8553 9400.

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALBERT PARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—73, Manningham Lane, Bradford. Tel. 28627-8. [0216

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. [6929

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2460. [0401

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamo's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [6309

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S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20406.

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0219

STANDARD spares, all models from 1935; replacement units; complete overhauls, reconditioning.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5919

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [9965

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0266

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 20 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [0567

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5906/9. [0002

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SIMPSON'S MOTORS offer:—

1951 Studebaker Champion, fitted with all accessories.

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [7419

STUDEBAKER 27hp saloon, 1938; £250.—Mitre Motors, Canterbury Rd., Croydon. Tho. 2389. [8275

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SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Studebaker. Wembley 8691-2. [0675

POST war Studebaker or Chevrolet wanted immediately, r.h.d., maximum £1,400.—93, Heyworth Rd., Leicester. [8869

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THE American Car Specialists.

URGENTLY required all models Studebaker. Tel. Wembley 8691-2. [0810

SUNBEAM

SUNBEAM 18, rebuilt, new body, tax £10; £350.—Pyres, Ibstone Bucks. Turville Heath 49. [6257

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0515

SUNBEAM-TALBOT

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, radio, 4,000 miles; £1,295.

1950 Sunbeam-Talbot 80 saloon, radio, 11,000 miles; £1,165.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [9718

BROOKLANDS for individuality.

1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

1949 Sunbeam-Talbot 90 saloon, speedometer reading 11,000.

103 New Bond St., London, W.1. Mayfair 8351/6. [6692

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, genuine 10,000 miles; £1,295.

1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, indistinguishable from new; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8917

SUNBEAM-TALBOT

1950 Sunbeam-Talbot 90 saloon.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3264. [3297

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, black, red leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8744

1950 (May) Sunbeam-Talbot 90 drop head coupe, 16,000 miles, one owner; £1,250.

PARADE MOTORS (MITCHAM), Ltd., 65-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [7844

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Winchester 4854. [8296

1936 Sunbeam-Talbot 10hp saloon, only done 35,000 miles, excellent condition; £340.—Old Farm Place, Battle. [6962

1947 Sunbeam-Talbot 10 saloon, excellent condition, one owner.—Snowden, 3, Belle Vue, Halstead, Essex. [8871

3300 miles.—1950 (November) Sunbeam-Talbot drop head foursome coupe, leather upholstery, radio; £1,295.

RIPOO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8511

1950 (Sept.) Sunbeam-Talbot 90 saloon, finished in grey with grey upholstery, fitted heater, 9,000 miles; £1,525; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24697. [4433

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,565.—Mitchell, 1, Balham High Rd., S.W.12. [6880

1950 (October) Sunbeam-Talbot 80 saloon, black, heater, etc., immaculate; £1,275.—Prices Garages, Ltd., Lee-on-Solent. Tel. Lee 78669. [8992

TWO 1950 Sunbeam-Talbot 90s, excellent condition, 1 mileage 16,000 and 10,000.—Offers to the Secretary, Lannoxlove, Haddington, East Lothian, Scotland. [8170

1947 Sunbeam-Talbot 10hp tourer, red, total mileage 29,500, engine reconditioned at 24,000; seen by appointment, Hampshire; £750.—Box 5595. [6538

1950 Sunbeam-Talbot 90 d/h coupe, 16,000 miles, immaculate condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [8908

SUNBEAM-TALBOT 90, September, 1950, heater, covers, 9,800, immaculate; £1,350.—Tel. Lewis, 2225 Llandrindod Wells after six. Park Crescent, Llandrindod Wells. [8359

1946 Sunbeam-Talbot 10hp drop head foursome coupe, exceptional condition; £695; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [2295

1947 Sunbeam-Talbot tourer, immaculate condition, new works engine, any trial; price £650 or near offer.—Kingston Garage, Springhead, Anlaby, nr. Hull. Tel. 42156. [6446

1950 (November) Sunbeam-Talbot 90 convertible coupe, 8,000 miles, loose covers, superb condition; £1,300.—Sergeant, Crawley Rise Cottage, Portsmouth Rd., Cambert. [8905

CAMDEN MOTORS.—S/Talbot 10hp sports saloon, 1939, most attractively finished in black cellulose with leather interior, sun roof, passlights, built-in radio, excellent performance; £495.

CAMDEN MOTORS.—S/Talbot 10hp sports saloon, 1940, the prototype of the post war series, original coachwork in very attractive condition, recent mechanical overhaul, 5 practically new tyres; £625.

CAMDEN MOTORS.—S/Talbot 2-litre sports saloon, 1947 (October), an excellent example of this popular series with several extras, in very bright coachwork with immaculate interior, dual passlights, windtone horns, etc.; £795.

CAMDEN MOTORS.—S/Talbot 2-litre sports saloon, 1948, practically unblemished black cellulose with brown leather interior, nominal mileage only, a very scarce and most desirable model; £845.

CAMDEN MOTORS.—S/Talbot 80 sports saloon, 1949, black with fawn leather interior, practically as new; £1,075.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [8766

1950 Sunbeam-Talbot 90 saloon, black with buff upholstery, under 5,500 miles, one careful owner, entirely as new, private sale; £1,350.—61, All Saints's Rd., Birmingham, 14. [8665

SUNBEAM-TALBOT 80, 1950, fitted H.M.V. radio and Rootes heater, in excellent condition throughout, 14,000 miles only.—Write Advertiser, Peover Cottage, Over Peover, Knutsford, Cheshire. [8210

1950 Sunbeam-Talbot 90 saloon, grey, fitted with following extras, H.M.V. push-button radio, heater, one owner (who has low mileage), £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [8019

1951 model 2½-litre Mark II Sunbeam-Talbot 90 saloon, satin bronze, became covenant free 1/12/51, guaranteed mileage 5,400, seat covers, heater, seen by appointment only; price £1,675.—Kelton, Upper Lodge, Fernhurst, Haslemere. [8683

SUNBEAM-TALBOT 3-litre saloon, metallic grey with grey upholstery, Notek fog lamp, trailer coupling; this car has been especially well cared for, and is in excellent order throughout; for sale privately, inspection by appointment.—Enquiries to Box 5497. [7215

1939 Sunbeam-Talbot 4-seater 10hp saloon, perfect mechanical condition, cellulose and chrome perfect, retrimmed, new shock absorbers, good tyres, two owners, sole reason for selling delivery of new car; snip at £495.—For appointment to view phone Chertsey 3061. [8592

545 gns.—Sunbeam-Talbot (January, 1940) 2-litre foursome drop head coupe, gunmetal, grey leather, Windstone horns, carefully used, excellent condition, taxed, terms, exchanges; list; open all week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6881

SUNBEAM-TALBOT

TANKARD & SMITH, Ltd., offer 1949 Sunbeam-Talbot 80 saloon in black with brown leather, one private owner since new, moderate mileage only, very clean car; £965. 3 months' written guarantee; also 300 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 194, Kings Rd., S.W.3. Tel. Flaxman 4601-3. [6295

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3352.)

ROCHESTER.—(Chatham 2331.)

BROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8546

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0602

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George heath, Ltd., 150-154, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

R. F. FUGGLE, Ltd.

TALBOT 110, fitted with James Young sports saloon, serviced by us since new, chassis recently reconditioned throughout, new tyres fitted, black, interior brown hide; £575.

1938 3-litre Talbot sports saloon, coachwork Thrupp & Maberly, guaranteed mileage under 30,000, coachwork and chassis 100%; £950.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [9037

GEOFFREY EDWARDS, Ltd., offer:—

1938 elegant and rare 3½-litre Talbot, placed third Concours d'Elegance, Belfast, 1946; fitted special coachbuilt Continental 4-door 5-seater touring saloon body, with gracefully swept tail, incorporating capacious luggage compartment with fitted trunks; finished in absolutely as new French grey cellulose with chromium fittings; upholstered in best quality fawn leather with carpets and roof lining to match; specialities include pre-selector gear box fitted with traffic clutch, knock-on type balanced racing wheels, built-in jacks, most comprehensive and attractive facia layout incorporating 6in instruments, calibrated in French and English; extra 4 opening windows to front and rear, stop light, twin rear lights, wing mirror, eaglecleam discs, quick release filler caps, comprehensive tools, spares, etc.; nominal mileage only, laid up throughout war, exceptionally fast, most economical, perfect throughout, written history available; 3 months' written guarantee; £450; part exchanges, hire purchase.—Greenbury Lane, Harpenden, Herts. Tel. 1187. [8683

1938 Talbot 3-litre foursome drop head coupe; £295; cash, cheques and terms.

PALMERS, 53, York St., Twickenham. Popesgrove 1890. [9044

1933 Talbot 14 saloon, very good condition, new tyres; £140.—11, Osmond Gardens, Hove, Sussex. [8861

TALBOT 1938 20hp saloon, exceptional condition in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [9056

£190 offers. Talbot 75 saloon (Nov., 1934), excellent condition, smart, well maintained, consider exchange.—7, Radcliffe Rd., Croydon 1503. [8850

1938 Talbot 10 saloon, just recellulosed, silver gunmetal, in very good condition throughout, any trial £400.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7743

1937 Talbot 10 car show drop head by Abbotts, one owner, genuine 54,000 miles, stored six years, recellulosed black, new hood, excellent condition; bargain; £985.—17, Launceston Place, W.8. Western 7593. [8574

195 gns.—Talbot 75 (August, 1937) 18hp de luxe 4-door saloon, black sliding head, fawn leather, synchromesh, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8971

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 26, Upper High St., Epsom 9400. [8550

ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0991

TALBOT or similar pre-war car wanted.—Hailstone, High Croft, Guildford, Surrey. Godalming 1374. [8666

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

TRIUMPH

DICKS.

1950 (November) Triumph Mayflower saloon, low mileage, fitted radio, heater; £1,050.

1948 (November) Triumph 1800 saloon, superior condition; £1,075.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [8450

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

CAR MART, Ltd.

1950-1 Triumph Mayflower saloon, 6,000 miles; £1,165.

1950 Triumph 2000 Renown saloon, heater, 3,000 miles; £1,555.

1950 Triumph 2000 Renown saloon, 8,000 miles; £1,495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8719

CHARLES FOLLETT, Ltd.

SPECIAL offer: 1950 Triumph Renown saloon, gunmetal, grey leather, heater, one owner, 26,000 miles, serviced and guaranteed, has to be seen for condition to be appreciated; £1,275.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [8528

ROSE & YOUNG, Ltd., offer:—

1950 Triumph Renown saloon, exceptional condition inside and out, metallic grey; £1,195.

1950 (September) Triumph Mayflower saloon, heater, radio, wheel embellishers, mileage 4,000, as new; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [8651

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey with grey interior, 10,000 miles; £1,295.

836—842, High Rd., N.12. Hillside 0024. [8580

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 Roadster, grey; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8918

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carburettors, twin spotlights, etc., condition immaculate, taxed; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Nertland Rd., Enfield. Howard 1631. [8298

1949 Triumph 2000 Roadster; terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466.

GORDON CARS (LONDON), Ltd.—1950 Triumph 2 Renown saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower sal., grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Rdstr., green.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, grey.

GORDON House, 372, Euston Rd., London, N.W.1. Euston 6611. [8522

1949 Triumph 2000 Renown sal., grey, grey leather, ex. cond., 20,000 miles, fitted radio.—TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3526. [8323

1950 (November) Triumph Mayflower saloon, radio, under 2,000 miles, condition as new; £1,095.

RUCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8507

FOR sale, Triumph Roadster 1800, year 1947, one owner, well maintained; price £950.—Write Box No. 5418. [7206

1949 Triumph saloon, 2000 model, as new, heater; £1,065 or near offer.—20, Viceroy Lodge, Hove 30589.

1948 (August) Triumph 1800 saloon, black, beige upholstery, radio, immaculate car, low mileage; £1,095.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [5865

MAYFLOWER, Nov., 1950, black, offers invited; view by appointment only.—Write: Sainsbury, 56, Stoke Lane, Bristol. [8094

1950 Triumph Mayflower, black, 7,000 miles; £1,100.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [7721

1950 Mayflower saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [8818

1938 Triumph Dolomite 16hp saloon, sliding roof, very good condition; £420, or near offer.—Tel. Euston 4343, Ext. 126. [8171

1949 Triumph 2000 saloon, metallic grey, 8,000 miles; £1,225.—C. A. Peto Ltd., 42, North Audley St., W.1. May. 3051. [7720

1948 Triumph 1800 razor-edge saloon, finished black with maroon upholstery, one owner, in excellent condition; £1,075.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon Surrey. Tel. Croydon 3678/9. [8217

1939 Triumph 14hp 4-cyl Dolomite sports saloon, black, green hide interior, unusually well cared for; £475, exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [8048

1950 Triumph Renown, grey, 12,500 miles, heater, wireless fittings, perfect.—245, Manningham Lane, Bradford, Yorks. Tel. 44801. [8235

H. A. SAUNDERS, Ltd., Radlett, Herts.—1949 Triumph 1800, beige upholstery, 22,000 miles; £1,050.—Tel. Radlett 6167 and 5849. [9027

1950 (December) (Covenant free) Triumph Renown saloon, radio, heater, 7,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [8786

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer 6,400, immaculate condition; £1,450.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [8064

£1275.—1950 Triumph Renown saloon, black with beige leather, 14,000 miles, one owner.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8415

TRIUMPH

1950 Triumph Mayflower, 5,000 miles, immaculate condition; £1,050.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8457

1948 Triumph Roadster, black, immaculate and mechanically first class, taxed; £850.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [8645

1950-51 (Nov. 25th) Triumph Renown, black/fawn, heater, loose covers, mats, fog lamp, etc., as new, absolute bargain; £1,255.—Tel. Langham 3577.

1948 Triumph Roadster, black, immaculate and mechanically first-class condition, taxed; £825.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [8449

1950 Triumph Renown, 13,000 miles, as new; £1,350.—Motors & Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8392

1950 (Nov.) Triumph Mayflower, maroon, genuine 5,800 miles, as new; £1,100.—Primrose Garage, Bredgar, Sittingbourne, Kent. Tel. Wormshill 227. [7609

1949 (May) Triumph 2000 Roadster, 8,000 miles, green, spare unused; £1,150.—L. P. Dove, Ltd., 111-113, Addiscombe Rd., Croydon. Addiscombe 3066. [6676

1950 Triumph Renown saloon, maroon, leather upholstery, tailored loose covers, 6,200 miles, like new; £1,400; hire purchase and exchanges arranged.

GOLLY'S GARAGE, Earl's Court Rd., S.W.5. Frobisher 0063. [8303

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition; £1,450.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3171

£70—1951 Triumph 8 saloon, reconditioned engine, 4 new tyres, very good coachwork for year.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m.-7 p.m. [8765

1949 (Nov.) Triumph 2000 razor edge saloon, grey, immaculate; £1,195.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6427

MAYFAIR COUNTRY CARS.—1949 Triumph Roadster, 2,000, grey with red interior, taxed, radio, moderate mileage, very clean; £825.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [8158

4000 mls. only.—November, 1950, Triumph Renown, maroon, beige interior, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [8477

1950 (October) Triumph Renown, 14,000 mls., black, beige interior, seat covers, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [8476

1949 Triumph razor edge saloon, 14hp, four forward gears, black, heater, screen washer, immaculate condition, carpets and upholstery unworn, £1,275.—Tottle, Bristol Rd., Bridgwater. [8594

1947 Triumph Roadster, silver grey, new tyres, mileage 34,000, perfect condition, owner going abroad; will accept first offer over £800.—Wright, Tower House, Leighton Buzzard. Tel. 3215. [8868

1950 Triumph Mayflower saloon, first registered 6/10/50, finished in steel grey with red leather upholstery, 9,000 miles, one owner, fitted radio and heater, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8505

1195 gns.—Triumph 2000 (July, 1949) razor-edge 4-door saloon, gunmetal, grey leather, small mileage, very carefully used, almost new condition; taxed; terms, exchanges.—Rowland Smith, below.

895 gns.—Triumph 2000 (April, 1949) Roadster coupe, black grey leather, Windtone horns, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph Dolomite (December, 1939) 14/80hp 4-door sports saloon, black, sliding head, fawn leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8972

1950 (July) Triumph 2-litre Renown saloon, 6,400 miles, gun-metal, grey leather, heater, one owner, showroom condition, perfect running order, genuine; £1,450.—Jones, 228, Nantwich Rd., Crewe. Tel. 2198. [8569

1950 (June) Triumph Renown saloon, grey, 17,000 miles, heater, spotlamp, etc., fine condition; £1,275; smaller car considered in exchange.—"Greenways," Luckerley, nr. Romsey, Hants. Tel. Lockerley 312. [8299

1950 (Oct.) Triumph Mayflower saloon, black, fawn leather, 3,700 miles, as new condition throughout; £1,075, company condition, mileage, and price.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [7715

CAMDEN MOTORS.—Triumph 2000 razor-edge 4-door saloon, 1949, in silver grey, an immaculate specimen of the much coveted model, maintained and serviced by distributors, every 2,000 miles and in virtually unblemished condition, negligible mileage, fitted heater, passlights, etc.; £1,095.

CAMDEN MOTORS.—Triumph 2000 Roadster, 1949, green with red leather, equipped and maintained regardless of cost, fitted radio, heater, latest-type "screenwash," special gaiters to all road springs, whole car in condition almost as new, original tyres; £975.

CAMDEN MOTORS.—Triumph 1800 Roadster, June, 1947, a very low mileage model, used as a "second car" by very fastidious and wealthy gentleman (sole owner since new) recent complete servicing and mechanical check-over, fitted heater, etc., exceptional value; £795.

CAMDEN MOTORS.—Triumph 1½-litre 14hp Dolomite sports saloon, 1938, with smart, attractive lines and typical "sports" performance, steering brakes and suspension recently overhauled, original maroon finish; £425.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. [8770

TRIUMPH

1950 (October) Triumph Mayflower saloon, finished maroon, fitted heater, 5,000 miles, exactly as new; trade and part exchange enquiries invited.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4486.

Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8551

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486.

MARSTON MOTOR Co., Ltd. for your Triumph.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15. [0128

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0904

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [6938

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [8370

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive Colwyn Bay (Tel. 2322). [0255

UTILITY CARS

DICKS.

1949 Bradford van, low mileage, carefully used; £475.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6893-9. [8457

MONTROE MOTORS offer:—

18 36 Chrysler shooting brake; £155.

1946 (reg.) Humber Snipe utility; £225.

MONTROE MOTORS (N. H. ROSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [9036

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Jowett Bradford utility, colour green, fitted with four de luxe seats, one owner, speedometer reading 11,872 miles, in good condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5374

PHILIP RICKARDS, Ltd., offer:—

1950 Hillman Utility, green-grey, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [8602

PHILIP RICKARDS, Ltd., offer:—

1949 Jowett Utility, beige, 18,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [8603

SEE Daimler shooting brake under Daimler cars for sale. [8624

1950 Bradford 6-light Utility, one owner, low mileage, 4 seats, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8285

1946 Ford 10 Martin Walter Utilecon, one owner, reconditioned; £550; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [8691

1949 Bradford D/1 utility, beige, very low mileage, a really first-class vehicle; £595.

ALSO a similar model, 1948; £495.

GODFREYS, Ltd., 228/34, London Rd., Croydon, Cro. 3641. [8836

1950 Bradford de luxe Utility, low mileage, 4 seats, well cared for, guaranteed; £650.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8284

1950 (May) Hillman estate car, 10,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [8014

1947 Austin 10 with utility bodywork, seating for 6, engine recently reconditioned, bodywork in smart condition; £650.

FERNBANK GAR CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6620

1950 A40 utility, 6 seats, like new, taxed; £875.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [8749

HUMBER utility (reg. November, 1946) excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8101

1948 Bradford de luxe utility, small mileage, coachwork as new; £495.—Peter Guest, Ltd. (Saywood, King's Lynn. Tel. 4129. [4695

1950 Bradford de luxe utility, spotless condition, small mileage, £640.—Peter Guest, Ltd., Saywood, King's Lynn. Tel. 4129. [6266

JOWETT Bradford Utility de luxe, new and unregistered at maker's list, two-year covenant.—Mortlock, 920, High Rd., Finchley. Hil. 0690. [8185

VAUXHALL 25 school-bus 1938, excellent order; £465; selection of utilities always in stock.—Mitre Motors, Canterbury Rd., Croydon. Tho. 2389. [8276

F

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

BRADFORD utilities for sale serviced by us, main agents, since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

1949 (November) Bradford 4-light utility, 14,000 miles, grey, very carefully used, 3 months' guarantee, any inspection invited: £555; also

1947 Austin 10hp 7-seater Martin Walter Utilecon, 22,000 miles, exceptional condition, any inspection; £645.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8688

1948 1½ Riley Estate car, excellent condition throughout, good tyres, five seats, ample luggage space; auc. December 11.—Tel. Tul. 3451. [8682

1938 Lanchester 19hp utility with new timbered body, in beautiful condition throughout; £450.—Millais, Crosswater Farm, Churt. Tel. Frensham 415. [8196

£635.—1947-8 Austin 10, with genuine Martin Walter utility 7-seater bodywork; fold-flat seats; only one owner since new and in spotless condition.—Below.

£495.—1946 Hillman 10hp utility van, fold-flat seats in rear, spotlessly recellulosed and looks like private vehicle; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9022

£250.—1946 (reg.) Humber 27hp all-metal utility 4-door, etc., good tyres, excellent runner, bargain.—Bray Motors, 180 184, West End Lane, N.W.6, Hampstead 6490. [7025

WALTER SCOTT, Ltd.—Hillman 10 wooden utility, ex-W.D., registered 1951, excellent runner; £385.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [2341

1948 (September) Allard estate car, fitted superb 4-seater timbered body; £765, exchanges, hire purchase.—B. & H. Motors, 1464-5, High Rd., Whetstone, London, N.20. Hillside 6671-2. [7406

£775.—1949 Lea-Francis 14 estate utility car, in most superb condition; a most reasonable offer; present list price to-day over £1,400.—Moores, Jaguar House, Western Rd., Hove 38678. [9055

1947 registered 1940 model Hillman 10 estate car, absolutely first-rate condition, in every respect, appearance similar to post-war; £575.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [8784

NAYLOR & ROOT, Ltd.—1950 Ford 8 Martin Walter Utilecon (Nov. 50), 9,000 miles only; unblemished throughout; £625; six months' guarantee; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8597

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10995

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0524

VAUXHALL 10

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase Specialists.

1946 Vauxhall 10 sun saloon, colour black, brown leather upholstery, genuine low mileage; £499ns.

HIRE purchase terms on the spot with no references, no formalities or guarantees; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [8588

1947 Vauxhall 10 saloon, excellent condition; £635.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 4036-7. [0622

1939 Vauxhall 10 de luxe saloon, recellulosed in blue, excellent condition guaranteed; £450.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8286

1939 Vauxhall 10 de luxe saloon, post-war condition; immaculate throughout; £470.—348, King St., Hammersmith. Riverside 2857/8. [6557

GATEHOUSE offer: 1939 Vauxhall 10, black, saloon, excellent condition; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [8420

£515.—Very unusual and beautifully maintained Vauxhall 10, 1940 model, bodywork spotless, interior excellent; this vehicle is so beautiful will pass for 1948 motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9015

VAUXHALL 12

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 12 saloon, one owner, really genuine condition throughout; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [8679

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Vauxhall 12hp saloon, mileage 20,000; £775.—Tel. Radlett 6167 and 5849. [2515

1948 Vauxhall 12 saloon, radio, heater, excellent condition; £725.—Roys Automobiles, 127, Parkway, N.W.1. Euston 2700. [7875

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [3217

1947 Vauxhall 12hp saloon, black, one owner; £725.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8052

1938 Vauxhall 12/6 saloon, black, in splendid condition throughout, one owner, bargain; £550.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [9059

1948 Vauxhall 12 4-door sunshine saloon, almost unmarked inside and out, tyres good, low mileage; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5458

VAUXHALL 14

NORMAN AUTOS offer:—

1946 Vauxhall 14 J-type saloon, faultless condition; £775.—354, London Rd., West Croydon. Thornton Heath 4657. [6991

VAUXHALL 1938 14hp, good condition; nearest £350.—55, Richmond Hill Rd., Edgbaston, Birmingham. [7556

£398.—Vauxhall 14 1938 touring sln., one owner, recon. engine, cellulose perfect; many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube). [8225

1937 Vauxhall 14 saloon, recent engine overhaul and bodywork respray, sound condition throughout; £525.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5562

395 gns.—1937 14hp Vauxhall saloon, over £200 overhaul.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [8465

1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5763

1937 Vauxhall 14 touring saloon; guaranteed; £300; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [8614

1939 Vauxhall 14hp J. type saloon, in very nice condition; £525.—Gordon Woodeson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [7405

1938 Vauxhall 14 de luxe saloon, black, brown hide upholstery, a really good specimen, originally clean and mechanically excellent, taxed, £375.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [7638

£225.—1937 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [5681

1939 Vauxhall 14 J-type saloon; £485; terms, exchanges.—Lawson Pigott Motors, Ltd., 520-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4061. [6037

1937 model Vauxhall 14, reliable, engine reconditioned, not greatly used since, good tyres; £500.—Tel. Bramdean 228. Comdr. Kitson, Hill Cottage, Cheriton, Hants. [8258

1936 Vauxhall 14hp de luxe saloon, black, blue upholstery, recond. engine, exceptional condition for age; £285.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [7760

1948 Vauxhall 14hp J-type saloon, reconditioned engine and new tyres just fitted by original meticulous owner; £745; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 125. [9067

1937 D.X.-type Vauxhall 14 de luxe saloon, finished black with green leather, special bench-type front seat, originally supplied new by us and serviced in our own works, exceptionally fine condition throughout; £445.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9012

£545.—Immaculate Vauxhall 14 J-type de luxe saloon; this vehicle being identical and in such lovely condition, has persistently been mistaken for 1947 model, absolutely no rust, beautiful bodywork, excellent mechanically; you must compare this with others offered; upon appearance it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9017

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Velox saloon, radio, heater, 16,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5720

SIMPSON'S MOTORS offer:—

1949 model Vauxhall Wyvern, fitted with radio and heater.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/2. [3189

B. J. HUNTER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, definitely unmarked; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [8679

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox saloon, green with brown interior, radio, heater, etc., 10,000 miles; £945.

1950 Vauxhall Velox saloon, black with brown interior, radio, heater, etc., 5,000 miles; £1,095.

836-842, High Rd., N.12.Hillside 0024. [8381

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Vauxhall Velox saloon, colour grey, with brown leather upholstery, speedometer reading 9,757 miles, one owner, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5372

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox saloon, black, brown leather, heater, 12,000 miles.

1950 Vauxhall Wyvern saloon, black, brown leather, radio and heater, 600 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8745

WADDINGTON MOTORS, Ltd., offer:—

1949 (September) Vauxhall Wyvern, in perfect order throughout; £995.—Fortune Green Rd., N.W.6. Ham. 2211. [5361

1949 Vauxhall Velox, careful owner, spotless condition.

HAZLEMERE MOTOR Co. (WALTHAM ABBEY), Ltd., Waltham Cross 2275-6-7. [7888

1949 Vauxhall Wyvern, £850.—Grove Motors, North Rd., Southall 3477. [6406

VAUXHALL WYVERN & VELOX

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Velox saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—Vauxhall Wyvern saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8521

1949 Vauxhall Velox saloon de luxe, fitted radio, etc., immaculate condition; £975.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [7544

1949 (Nov.) Vauxhall Wyvern saloon, 23,000 miles, genuine, one very careful owner, heater.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [7403

9000 miles, guaranteed, Vauxhall Wyvern, August 1950, bluish grey, heater; £965.—Wanstead 5771. [8279

1950 (Nov. 9th) Vauxhall Wyvern saloon, leather, heater, 10,000 miles; terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9091

1950 Vauxhall Wyvern, Alpine green, brown leather upholstery, recorded mileage 14,000, fitted radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2466. [6000

1949 Velox, first registered December 1949, very small mileage, in excellent condition throughout; £965.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 5591. [8641

300 miles only; 1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3565. [8815

1949 Vauxhall Wyvern, blue/brown leather, 16,000 miles, in perfect condition; £875.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [8288

1950 model Vauxhall Velox, black, 12,000 miles, as new; £1,135.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 437... [6182

1950 Vauxhall Wyvern saloon, low mileage, one owner, radio; £1,095; also 1949 V. Wyvern, black, loose covers, one owner, beautiful condition; £950.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5445

OFFERS wanted for 1949 and 1950 Vauxhall Wyverns, low mileage, best offer accepted; h.p. arranged.—A. E. Palmer Motors, Ltd., Luton 4212. [8729

1950 Vauxhall Velox, grey, red leather upholstery, fitted radio, heater, fog lamp, perfect condition, mileage 22,000.—Coates, Waddington, Lincoln. [6162

1949 model Vauxhall Velox, heater, radio, leather, exceptional condition; £865; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7421

1949 (August) Vauxhall Velox, green, 13,000 miles, as new; £950, or exchange low mileage 10 or 12hp car.—Prince, 35, Grange Ave., Peterborough. [8881

1950 Vauxhall Wyvern saloon, colour metallic blue, 14,000 miles, one owner; £975.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [8172

1950 Vauxhall Velox saloon, first registered 2.8.50; finished in bronze with brown leather upholstery; one owner; genuine mileage 4,500; in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8502

ARCHIE SIMONS & Co., Ltd.—1949 Vauxhall Wyvern saloon, colour black, nominal mileage, one owner, excellent condition throughout; £895.—94, Gt. Portland St., W.1. Lan. 1343. [8845

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguished from new; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [8024

1950 series Velox, finished green, with radio, unmarked and perfect; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [8063

1950 Vauxhall Wyvern saloon, in dark blue with brown leather upholstery, radio and heater, excellent condition; £895.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon. Croydon 5470. [9061

1950 (November) Vauxhall Wyvern, finished green, with heater, 10,000 miles, a faultless car; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6785

1950 Vauxhall Wyvern, metallic green with brown leather, 11,000 miles, in first-class condition; £1,065; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Perivale 4404-5. [8941

1949 Vauxhall Wyvern 12hp saloon, a low mileage car in first rate condition throughout; a bargain; cash or terms; free service for 3 months is included.—Broadway Motor Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. [7599

VAUXHALL 25

VAUXHALL 25, 1938, excellent condition throughout, mileage 22,000; £595; consider part exchange 12 or 14.—S. Lean, Harwoods House, Leamington. [8888

A & S Limousine 1938 Grosvenor, partition, seven passenger forward occasionals, magnificent condition, leather. Sacrifice.—

ALPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8407

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 5637) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490 Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 (October) Vauxhall Velox, 22,000 miles, black, brown leather, fitted radio and heater, one owner; £945.

1940 Vauxhall 12, grey with blue leather upholstery, mechanically sound, tyres good; £495.

1938 (November) Vauxhall 10, black, brown leather, mechanically sound, recond. engine fitted, 10,000 miles, good tyres; £595.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [7455

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Greenwoods of Uxbridge. [0039

1938 Vauxhall foursome drop head coupe; £365. —Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [9098

Vauxhall Cars Wanted

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TM

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

TS

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

R

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

A S new, post-war Vauxhall car required.—Fortune, 55, Cambridge Rd., E.11. Tulse Hill 2766 (day). [0752

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, East's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY requ. red. post- and pre-war Vauxhalls: cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

CA.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

TRIANON.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14hp, 25hp and BYC models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and incorporate all modern overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass, Egham 131. [0796

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0868

RECONDITIONED exchange suspensions (complete pairs), 10, 12, J, £15/19; DX, £17/10; 25hp, £25; also for Bedfords; reconditioned gear boxes, shock absorbers; trade discount.—Turrant & Frazer, 13, Winter Mews, N.W.3. Pri. 6159. [0244

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

VOLKSWAGEN

VOLKSWAGEN, 1949, one owner, perfect condition; £425.—S. & S. Motors, Bayswater 1644. [7471

VOLKSWAGENS bought and sold.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [7472

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. —Sole distributors for Great Britain. Sales, service and spares. [0375

Volkswagen Cars Wanted

VOLKSWAGEN wanted in good condition.—Tel. Valentine 2098. [5817

PRIVATE owner requires post war Volkswagen, good condition.—Reece, Quinn-Brook, Wem, Shropshire. [8857

VOLKSWAGEN required, must be good condition.—Woods, Brookside, Acacia Rd., Staines, Middlesex. Tel. Staines 1346. [8021

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, maroon, 6,000 miles, in very fine condition.

1950 Wolseley 4/50 saloon, black, 3,500 miles; in outstanding condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5384

DICKS.

1946 (November) Wolseley 10 saloon, fitted heater, radio, very genuine car; £695.

1948 Wolseley 8 saloon de luxe, roomy 4-door de luxe, high performance; £750.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6888-9. [8657

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase Specialists.

1947 Wolseley 10 de luxe saloon, colour black, brown leather upholstery, engine completely overhauled; excellent appearance; 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 5044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [8565

WIMBUSH offers:—

1950 Wolseley 4-50 saloon, black with brown hide upholstery, 11,000 miles, fitted radio, one owner; £1,175.

1950 Wolseley 6-80 saloon, fawn with brown leather, 10,000 miles only, one owner; £1,325.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [8750

RUSSELL MOTORS offer:—

1950 Wolseley 4/50 saloon de luxe, 6,000 miles, fitted heater; £1,275.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [5984

H. A. SAUNDERS, Ltd., offer:—

1950 Wolseley 6-80 saloon, grey with brown leather upholstery, heater, fog lamps, etc., 14,000 miles; £1,145.

836-842, High Rd., N.12. Hillside 0024. [6582

HAROLD RADFORD & Co., Ltd.

1949 Wolseley limousine, first registered July 1950, speedometer reading 19,000 miles, with division and face forward occasional seats, colour black, in immaculate condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8452

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, maroon, brown leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8746

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Wolseley 4/50, mileage 12,000; £1,150.—Tel. Radlett 6167 and 5849. [2518

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Wolseley 6/80, mileage 10,000; £1,400.—Tel. Radlett 6167 and 5849. [2519

1950 Wolseley 4/50, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7002

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon, fawn.—Below.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black.

GORDON House, 573, Euston Rd., London, N.W.1. Euston 6611. [8520

1950 Wolseley 4-50 sal., 3,000 miles; £1,350; black/brown, ex. cond.

TUCKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [8518

WOLSELEY 25 1940 saloon, immaculate; £385; not hire car, stored.—North 5663. [8610

1950 Wolseley 6/80 saloon.—Autowork, Ltd., Winchester. Winchester 4654. [8300

1950 Wolseley 6/80 saloon, 1,600 miles, genuine, grey/brown leather, one owner.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [7601

1947 Wolseley 18hp, black, brown leather upholstery, immaculate condition; £795.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.2, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [7436

1936 Wolseley 12 saloon, black, brown leather, good tyres, excellent appearance; £170.

DOUGLAS CAR SALES, 506-522, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [7034

1939 Wolseley 10 saloon, grey/blue leather, fitted heater, etc., in outstanding condition; £550.

PETER BANTOCK CAR SALES, 102, High St., Chiswick 2725/5870. [8096

1947 (June) Wolseley 8 saloon, 26,000 miles, green/brown.—Gerry Browne Motors, 55-57, South Edwardes Square, London, W.8. Western 4351. Trade only. [9056

WOLSELEY

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—108, London Rd., Kingston. Tel. 5348. [0083

279gns.—1937 Wolseley 14 saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [7796

1936 Wolseley 12hp saloon de luxe in remarkable condition throughout, original in every detail; £225.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [7732

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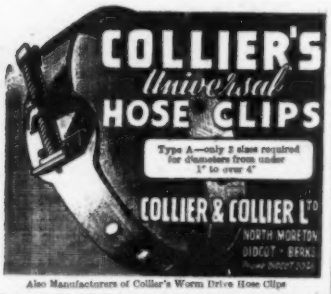

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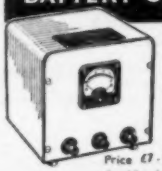

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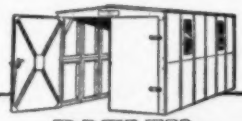

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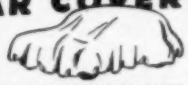

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